



Arthur Phillip Esq.
Captain General & Commander in Chief over
the Territory of New South Wales.

1509/1244

Edw Donovan

THE
V O Y A G E
O F
GOVERNOR PHILLIP
T O
B O T A N Y B A Y;

WITH AN

Account of the Establishment of the Colonies of
PORT JACKSON AND NORFOLK ISLAND;

COMPILED FROM AUTHENTIC PAPERS,

Which have been obtained from the several Departments.

TO WHICH ARE ADDED,

The Journals of Lieutenants SHORTLAND, WATTS,
BALL, and Captain MARSHALL;

WITH AN

ACCOUNT OF THEIR NEW DISCOVERIES.

The Views, &c. &c. drawn on the Spot,

BY CAPT. HUNTER, LIEUTS. SHORTLAND, WATTS,
DAWES, BRADLEY, CAPT. MARSHALL, &c.



D U B L I N:

PRINTED FOR P. BYRNE, J. MOORE, GRUEBER AND
M'ALLISTER, AND W. JONES.

M.DCCC.XC.

GOVERNMENT



REPORT

ACCOUNT OF THEIR NEW DISCOVERIES.

BY CAPT. HUNTER, OF THE SHORLAND, WAITE,
DAVID BRADY, OF MARYLAND, &c.

D. D. BENTLEY

PRINTED FOR P. H. MOORE, QUINCY, ILL.
MAY 1854

AN E C D O T E S
Being designed for a feast and his in
was very properly sent to the school of
Greenwich, where he received an edu-
cation suitable to his early propensities.

A N E C D O T E S
O F
GOVERNOR PHILLIP.

ARTHUR PHILLIP is one of those officers, who, like Drake, Dampier, and Cook, has raised himself by his merit and his services, to distinction and command. His father was Jacob Phillip, a native of Frankfort, in Germany, who having settled in England, maintained his family and educated his son by teaching the languages. His mother was Elizabeth Breach, who married for her first husband, Captain Herbert of the navy, a kinsman of Lord Pembroke. Of her marriage with Jacob Phillip, was her son Arthur, born in the parish of Allhallows, Bread-street, within the city of London, on the 11th of October, 1738.

Being designed for a seafaring life, he was very properly sent to the school of Greenwich, where he received an education suitable to his early propensities. At the age of sixteen, he began his maritime career, under the deceased Captain Michael Everet of the navy, at the commencement of hostilities in 1755: and at the same time that he learned the rudiments of his profession under that able officer, he partook with him in the early misfortunes, and subsequent glories of the seven years war. Whatever opulence Phillip acquired from the capture of the Havannah, certain it is, that at the age of twenty-three, he there was made a Lieutenant into the Stirling-castle, on the 7th of June, 1761, by Sir George Pococke, an excellent judge of naval accomplishments.

But of nautical exploits, however they may raise marine officers, there must be an end. Peace, with its blessings, was restored in 1763. And Phillip now found leisure to marry; and to settle at Lyndhurst, in the New Forest, where he amused himself with farming, and like other country gentlemen, discharged assiduously those provincial offices, which, however, unimportant, occupy

GOVERNOR PHILLIP.

occupy respectably the owners of land, who, in this island, require no office to make them important.

But sailors, like their own element, are seldom at rest. Those occupations, which pleased Phillip while they were new, no longer pleased him when they became familiar. And he hastened to offer his skill and his services to Portugal when it engaged in warfare with Spain. His offer was readily accepted, because such skill and services were necessary amidst an arduous struggle with a too powerful opponent. And, such was his conduct and such his success, that when the recent interference of France, in 1778, made it his duty to fight for his king, and to defend his country, the Portuguese court regretted his departure, but applauded his motive.

His return was doubtless approved by those who, knowing his value, could advance his rank: For he was made master and commander into the Basilisk fireship, on the 2d of September, 1779. But in her he had little opportunity of displaying his zeal, or of adding to his fame. This step, however, led him up to a higher situation; and he was made post-captain into the Ariadne frigate, on the 13th of November, 1781, when he was upwards of three and forty. This

is

is the great epoch in the lives of our naval officers, because it is from this that they date their rank. In the *Ariadne*, he had little time for active adventures, or for gainful prizes, being appointed to the *Europe* of sixty-four guns, on the 23d of December, 1781. During the memorable year 1782, Phillip promoted its enterprizes, and shared in its glories. And in January, 1783, he sailed with a reinforcement to the East Indies, where superior bravery contended against superior force, till the policy of our negociators put an end to unequal hostilities by a necessary peace.

The activity or the zeal of Phillip, was now turned to more peaceful objects. And when it was determined to form a settlement on that part of New Holland, denominated New South Wales, he was thought of as a proper officer to conduct an enterprize, which required professional knowledge, and habitual prudence. His equipment, his voyage, and his settlement, in the other hemisphere, will be found in the following volume. When the time shall arrive that the European settlers on Sydney Cove demand their historian, these authentic anecdotes of their pristine legislator will be sought for as curious, and considered as important.

ADVERTISEMENT.

THE arrangement of materials in this volume being in some respects less perfect than might be wished, it is necessary that something should be said to obviate any imputation of negligence. The truth will be the best, and, as it ought, the only apology. The official papers of Governor Phillip, which were liberally communicated by Government, formed at first our principal source of intelligence. These, from their nature, could contain but little information on subjects of natural history, and many other points, concerning which the curiosity of every reader would naturally be excited. The efforts of the publisher to give satisfaction to the public in these respects produced a gradual influx of materials; and the successive arrival of different vessels from the Indian seas, occasioned additions to the works.

While,

While, therefore, the completion of the book was anxiously pressed by many who were eager to possess it, that desirable point has constantly been deferred by the communications of those who were studious to render it more valuable; and the word *Finis*, has seemed to fly from us, like Italy before the wandering Trojans. From the combination of these circumstances it has arisen, that every separate part has been hurried on in the execution; and yet, in the finishing of the whole, more time has elapsed, than would have been necessary to complete a much more ample volume. The defects that proceed from these causes, it is hoped, the reader will forgive, and accept with complacency a volume in which, it is confidently hoped, nothing material has been omitted that is connected with its principal object, the formation of a settlement promising both glory and advantage to this country; in which several important discoveries are announced; no small accession is made to the stores of natural history; and interesting notices are communicated of countries visited before, and persons in whose fate the public has long felt an interest.

The

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The publisher thinks it his duty, in this place, to return thanks to the following noblemen and gentlemen, for their kind assistance and free communications. The Marquis of Salisbury, Viscount Sydney, Lord Hood, Sir Joseph Banks, Bart. Mr. Rose, Mr. Nepean, Mr. Stephens, Sir Charles Middleton, Sir Andrew Snape Hammond, Mr. Dalrymple, and Mr. Chalmers: but, to Mr. Latham particularly, the most grateful acknowledgments are due, for many accurate descriptions, which stamp a value on the natural history contained in this work, and must for ever render it an object of attention to all lovers of that science: and to Lieutenant Shortland, Lieutenant Watts, and Captain Marshall, of the Scarborough transport, the public owe whatever important discoveries and useful knowledge may be found in their journals, which they communicated with a disinterestedness that the publisher will be always happy to acknowledge.

VISIT OF HOPE

TO

SYDNEY-COVE,

NEAR

BOTANY-BAY.

Written by the Author of the Botanic Garden.

WHERE Sydney Cove her lucid bosom swells,
Courts her young navies, and the storm repels;
High on a rock amid the troubled air,
HOPE stood sublime, and wav'd her golden hair;
Calm'd with her rosy smile the tossing deep,
And with sweet accents charm'd the winds to sleep;
To each wild plain she stretch'd her snowy hand,
High-waving wood, and sea-encircled strand.
"Hear me," she cried, "ye rising Realms record
"Time's opening scenes, and Truth's unerring word.
"There shall broad streets their stately walls extend,
"The circus widen, and the crescent bend;
"There, ray'd from cities o'er the cultur'd land,
"Shall bright canals, and solid roads expand.—
"There the proud arch, Colossus-like, bestride
"Yon glittering streams, and bound the chafing tide;
"Embellish'd villas crown the landscape-scene,
"Farms wave with gold, and orchards blush between.
"There shall tall spires, and dome-capt towers ascend,
"And piers and quays their massy structures blend;
"While with each breeze approaching vessels glide,
"And northern treasures dance on every tide!"—
Then ceas'd the nymph—tumultuous echoes roar,
And Joy's loud voice was heard from shore to shore—
Her graceful steps descending press'd the plain,
And PEACE, and ART, and LABOUR, join'd her train.

VIEW

VIEW of the FLEET and ESTABLISH-
MENT sent out with GOVERNOR
PHILLIP to NEW SOUTH WALES.

Captain ARTHUR PHILLIP of the Navy,
*Governor and Commander in Chief of the
territory of New South Wales, and of his
Majesty's ships and vessels employed on that
coast.*

Major Robert Ross, *Lieutenant Governor.*
Richard Johnson, *Chaplain.*
Andrew Miller, *Commissary.*
David Collins, *Judge Advocate.*
John Long, *Adjutant.*
James Furzer, *Quarter-Master.*
*George Alexander, *Provost Martial.*
John White, *Surgeon.*
Thomas Arndell, *Assistant Ditto.*
William Balmain, *Ditto Ditto.*

His Majesty's ship Sirius,
Captain Arthur Phillip.
Captain John Hunter.

His Majesty's armed tender Supply,
Lieutenant H. L. Ball.

Six

• This gentleman did not go.

Six transports carrying the convicts.

Alexander	210	men.	women.
Scarborough	210	ditto.	
Friendship	80	ditto.	24
Charlotte	100	ditto.	24
Prince of Wales	-	-	100
Lady Penrhyn	-	-	102

Each transport had a detachment of marines on board.

Three store ships :

The Golden Grove, Fishburn, and Borrowdale ;

With provisions, implements for husbandry, cloathing, &c. for the convicts.

Lieutenant John Shortland, agent for the transports.

The garrison is formed from the marines.

Distribution of the Detachment of Marines for New South Wales, with the Number embarked on board of each of the Transports upon that Service.

Ships Names.	Names of Officers.	Captains.	Subs.	Sergeants.	Corporals.	Drum and file.	Privates.	Embarked.
Lady Penrhyn,	Captain Campbell Lieutenant G. Johnston Lieut. William Collins	1	2	0	0	0	3	Portsmouth.
Scarborough,	Captain Shea Lieutenant Kellow Lieutenant Morrison	1	2	2	2	1	26	Ditto.
Friendship,	Capt. Lieut. Meredith Lieutenant Clarke Lieutenant Faddy	1	2	2	3	1	36	Plymouth.
Charlotte,	Captain Tench Lieutenant Creswell Lieutenant Poulden	1	2	3	3	1	34	Ditto.
Alexander,	Lieutenant J. Johnston Lieutenant Shairp	0	2	2	2	1	30	Woolwich.
Prince of Wales,	Lieutenant Davy Lieutenant Timmins Provost Martial	0	2	2	2	1	25	
Total of the detachment		4	12	1	12	5	54	
		0	0	1	0	3	6	put on board the Sirius, as supernumeraries.

Forty women, wives to the Marines, permitted to go out with the Garrison.

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CHAP. I. OF THE VOYAGE

public with pleasure, that by the ex-

cellent publications published to such

controversies, very considerable ad-

tion has been made during the

present reign, to our general know-

ledge of the globe, of the various

tripes by which it is peopled, and of the

animals and vegetables to which it

is adapted.

An expedition occasioned by ma-

tives of legislative policy, carried on

by public authority, and conducted by

a fixed establishment in a country very

remote, not only excites an unusual

interest, but promises to lead us to

some points of knowledge which by

the public utility of voyages—Peculiar cir-

cumstances of this—New Holland

properly a continent—Reasons for fix-

ing our settlement there—Transpor-

tation to America, its origin, ad-

vantages, and cessation—Experiments

made—The present plan adopted—

Disadvantages of other expedients.

FROM voyages undertaken ex-

pressly for the purpose of discovery,

the public naturally looks for infor-

mation of various kinds: and it is a

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CHAP.

I.

fact which we cannot but contemplate with pleasure, that by the excellent publications subsequent to such enterprizes, very considerable additions have been made, during the present reign, to our general knowledge of the globe, of the various tribes by which it is peopled, and of the animals and vegetables to which it gives support.

An expedition occasioned by motives of legislative policy, carried on by public authority, and concluded by a fixed establishment in a country very remote, not only excites an unusual interest concerning the fate of those sent out, but promises to lead us to some points of knowledge which, by the former mode, however judiciously employed, could not have been attained. A transient visit to the coast of a great continent cannot, in the nature of things, produce a complete information respecting its inhabitants, productions, soil, or climate: all which when contemplated by resident observers, in every possible circumstance of variation, though they should be viewed with less philosophical acuteness, must yet gradually become more fully known: Errors, sometimes inseparable



ble from hasty observation, will then CHAP.
be corrected by infallible experience; I.
and many objects will present them-
selves to view, which before had escaped
notice, or had happened to be so situa-
ted that they could not be observed.

The full discovery of the extent of
New Holland, by our illustrious na-
vigator, Capt. Cook. has formed a sin-
gular epocha in geography; a doubt
having arisen from it, whether to a
land of such magnitude the name of
island or that of continent may more
properly be applied. To this question
it may be answered, that though the
etymology of the word island,* and of
others synonymous to it, points out
only a land surrounded by the sea,
or by any water, (in which sense the
term is applicable even to the largest
portions of the habitable globe) yet it
is certain that, in the usual acceptation,
an island is conceived to signify a land
of only moderate extent, surrounded

B 2

by

* *Insula*, from which island is derived, is formed
from *in* *salo*, in the sea; and *noos*, the correspond-
ing word in Greek, is usually deduced from *noo* to
swim, as appearing, and probably, having been ori-
ginally supposed, to swim in the sea.

CHAP. by the sea.* To define at what point

I.

 of magnitude precisely, a country so situated shall begin to be a continent, could not answer any purpose of utility: but the best and clearest rule for removing the doubt appears to be the following: As long as the peculiar advantages of an insular situation can be enjoyed by the inhabitants of such a country, let it have the title of an island; when it exceeds those limits let it be considered as a continent. Now the first and principal advantage of an island, is that of being capable of a convenient union under one government, and of deriving thence a security from all external attacks, except by sea. In lands of very great magnitude such an union is difficult, if not impracticable, and a distinction founded on this circumstance, is therefore sufficient for convenience. at least, if†

* Thus when Dionysius Periegetes considers the whole ancient world as surrounded by the sea, he calls it *ἡνός ἀπείριστος*, an immense island; on which Eustathius remarks, that the addition of the epithet *immense* was necessary, otherwise the expression would have been low and inadequate.

† We do not here consider whether a country be actually united under one government, but whether from its size it might be so conveniently. If we might derive *ἡνός* from *ναῶς*, or *ναῶν* to inhabit, the etymo-

not for speculative accuracy. If we CHAP. II
suppose this extent to be something
about one thousand miles each way,
without, however, affecting much ri-
gour in the limitation, the claim of
New Holland to be called a continent,
will be indisputable: The greatest ex-
tent of that vast country being, from
East to West, about two thousand four
hundred English miles, and, from
North to South, not less than two
thousand three hundred.*

To New South Wales England has
the claim which a tacit consent has ge-
nerally made decisive among the Euro-
pean States, that of prior discovery.
The whole of that Eastern coast, ex-
cept the very Southern point, having
been untouched by any navigator, till
it

etymological distinction would be complete on these
principles. An island being one distinct *habitation*
of men; and a continent land *continued* from one
state to another. The former derivation might be
rendered spacious by remarking how singularly Ho-
mer and others use *νηος ναῦς*, as if they had a natu-
ral connection. See Il. B. 626. and, Sophoc. Ajax.
601.

* In or near the latitude of 30° South, New
Holland extends full 40 degrees of longitude, which,
under that parallel, may be estimated at 60 English
miles to a degree. The extent from York Cape to
South Cape is full 33 degrees of latitude, which
are calculated of course at $69\frac{1}{2}$ English miles each.

CHAP. II. it was explored by Captain Cook.

II. This consideration, added to the more favourable accounts given of this side of the continent than of the other, was sufficient to decide the choice of the British government, in appointing a place for the banishment of a certain class of criminals.

The cause of the determination to send out in this manner the convicts under sentence of transportation, was, as is well known, the necessary cessation of their removal to America, and the inconveniencies experienced in other modes of destination adopted after that period.

Virginia, greatly in want, at its first settlement, of labourers to clear away the impenetrable forests which impeded all cultivation, was willing, from very early times, to receive as servants, those English criminals whom our Courts of Law deemed not sufficiently guilty for capital punishment.* The

planters

* Banishment was first ordered as a punishment for rogues and vagrants, by statute 39 Eliz. ch. 4. See Blackst. Com. IV. chap. 31. But no place was there specified: The practice of transporting criminals to America is said to have commenced in the reign of James I; the year 1619 being the memorable epoch of its origin: but that destination is first

planters hired their services during a ^{CHAP.} limited term, and they were latterly ^{I.} sent out under the care of contractors, who were obliged to prove, by certificates that they had disposed of them, according to the intention of the law.

The benefits of this regulation were various. The colonies received by it, at an easy rate, an assistance very necessary; and the mother country was relieved from the burthen of subjects, who at home were not only useless but pernicious; besides which, the mercantile returns, on this account alone, are reported to have arisen, in latter times, to a very considerable amount.* The individuals themselves, doubtless, in some instances, proved incorrigible; but it happened also, not very unfrequently, that, during the period of their legal servitude, they became reconciled to a life of honest industry, were altogether reformed in their manners, and rising

first expressly mentioned in 18 Car. II. ch. 2.—The transport traffic was first regulated by statute 4 George I. ch. 11. and the causes expressed in the preamble to be, the failure of those who undertook to transport themselves, and the great want of servants in his Majesty's plantations. Subsequent Acts enforced further regulations.

* It is said, forty thousand pounds per annum, about two thousand convicts being sold for twenty pounds each.

CHAP. rising gradually by laudable efforts, to
 I. situations of advantage, independence,
 and estimation, contributed honourably
 to the population and prosperity of
 their new country.*

By the contest in America, and the subsequent separation of the thirteen Colonies, this traffic was of course destroyed. Other expedients, well known to the public, have since been tried; some of which proved highly objectionable; † and all have been found to want some of the principal advantages experienced from the usual mode of transportation.—The deliberations upon this subject, which more than once employed the attention of Parliament, produced at length the plan of which this volume displays the first result. On December 6, 1786, the proper orders were issued by his Majesty in Council, and an Act establishing a Court of Judicature in the place of settlement, and making such other regulations as the occasion required,

* The Abbé Raynal has given his full testimony to the policy of this species of banishment, in the fourteenth Book of his History, near the beginning.

† Particularly, the transporting of criminals to the coast of Africa, where what was meant as an alleviation of punishment too frequently ended in death.

quired, received the sanction of the CHAP.
whole legislature early in the year ^{I.}
1787.

To expatiate upon the principles of penal law is foreign to the purpose of this work, but thus much is evident to the plainest apprehension, that the objects most to be desired in it are the restriction of the number of capital inflictions, as far as is consistent with the security of society; and the employment of every method that can be devised for rendering the guilty persons serviceable to the public, and just to themselves; for correcting their moral depravity, inducing habits of industry, and arming them in future against the temptations by which they have been once ensnared.

For effectuating these beneficial purposes, well regulated penitentiary houses seem, in speculation, to afford the fairest opportunity; and a plan of this kind, formed by the united efforts of Judge Blackstone, Mr. Eden, and Mr. Howard, was adopted by Parliament in the year 1779. Difficulties however occurred which prevented the execution of this design: a circumstance which will be something the less regretted when it shall be considered, that it is
perhaps

CHAP. perhaps the fate of this theory, in com-
II mon with many others of a very pleas-
ing nature to be more attractive in
contemplation than efficacious in real
practice. A perfect design, carried on
by imperfect agents, is liable to lose
the chief part of its excellence; and
the best digested plan of confinement
must in execution be committed, chiefly
to men not much enlightened, very
little armed against corruption, and
constantly exposed to the danger of it.
The vigilance which in the infancy of
such institutions effectually watches
over the conduct of these public ser-
vants, will always in a little time be
relaxed; and it will readily be con-
ceived that a large penitentiary house,
very corruptly governed, would be, of
all associations, one of the most pernici-
ous to those confined, and most dan-
gerous to the peace of society.

In some countries, malefactors not
capitally convicted, are sentenced to
the galleys or the mines; punishments
often more cruel than death, and here,
on many accounts, impracticable. In
other places they are employed in pub-
lic works, under the care of overseers.
This method has been partially tried
in England on the Thames, but has
been

been found by no means to produce CHAP. I.
the benefits expected from it. There
is, therefore, little temptation to pursue it to a further extent. The employment of criminals in works carried on under the public eye, is perhaps too repugnant to the feelings of Englishmen ever to be tolerated. Reason, indeed acquiesces in the melancholy necessity of punishing, but chains and badges of servitude are unpleasing objects, and compassion will always revolt at the sight of actual infliction. Convicts so employed would either by an ill placed charity be rewarded, or the people, undergoing a change of character far from desirable, would in time grow callous to those impressions which naturally impel them to give relief.

It remains therefore, that we adhere as much as possible to the practice approved by long experience, of employing the services of such criminals in remote and rising settlements. For this purpose the establishment on the eastern coast of New Holland has been projected, and carried on with every precaution to render it as beneficial as possible. That some difficulties will arise in the commencement of such an undertaking must be expected; but it
is

CHAP. is required by no moral obligation that
I. convicts should be conveyed to a place
of perfect convenience and security;
and though the voluntary emigrants
and honourable servants of the state,
must in some measure, be involved for
a time in the same disadvantages, yet
to have resisted difficulties is often fi-
nally an advantage rather than an evil;
and there are probably few persons so
circumstanced who will repine at mo-
derate hardships, when they reflect
that by undergoing them they are
rendering an essential and an honour-
able service to their country.

CHAPTER II.

Preparation of the fleet ordered to Botany Bay.—Particulars of its arrangement.—Departure and passage to the Canary Isles.

THE squadron destined to carry into execution the above design, began to assemble at its appointed rendezvous, the Mother Bank, within the Isle of Wight, about the 16th of March, 1787. This small fleet consisted of the following ships: His Majesty's frigate *Sirius*, Captain John Hunter, and his Majesty's armed tender *Supply*, commanded by Lieutenant H. L. Ball. Three store-ships, the *Golden Grove*, *Fishburn*, and *Borrowdale*, for carrying provisions and stores for two years; including instruments of husbandry, clothing for the troops and convicts; and other necessaries; and lastly, six transports, the *Scarborough*, and *Lady Penrhyn*, from Portsmouth; the *Friendship*, and *Charlotte*, from Plymouth; the *Prince of Wales*, and the *Alexander*, from

CHAP.

II.

March
16th,
1787.

CHAP. from Woolwich. These were to carry
 II. the convicts, with a detachment of Ma-
 rines in each, proportioned to the na-
 ture of the service; the largest where
 resistance was most to be expected,
 namely, in those ships which carried
 the greatest number of male convicts.
 Altogether they formed a little squad-
 ron of eleven sail.

They only who know the nature of
 such equipments, and consider the par-
 ticular necessity in the present instance
 for a variety of articles not usually
 provided, can judge properly of the
 time required for furnishing out this
 fleet. Such persons will doubtless be
 the least surpris'd at being told that
 nearly two months had elapsed before
 the ships were enabled to quit this sta-
 tion, and proceed upon their voyage:
 and that even then some few articles
 were either unprepared, or, through
 misapprehension, neglected. The for-
 mer circumstance took place respecting
 some part of the cloathing for the fe-
 male convicts; which, being unfinished,
 was oblig'd to be left behind; the
 latter, with respect to the ammunition
 of the marines, which was furnish'd
 only for immediate service, instead of
 being, as the Commodore apprehend-
 ed,

ed, completed at their first embarkation: an omission which, in the course of the voyage, was easily supplied. CHAP.
II.

This necessary interval was very usefully employed, in making the convicts fully sensible of the nature of their situation; in pointing out to them the advantages they would derive from good conduct, and the certainty of severe and immediate punishment in case of turbulence or mutiny. Useful regulations were at the same time established for the effectual governing of these people; and such measures were taken as could not fail to render abortive any plan they might be desperate enough to form for resisting authority, seizing any of the transports, or effecting, at any favourable period, an escape. We have, however, the testimony of those who commanded, that their behaviour, while the ships remained in port, was regular, humble, and in all respects suitable to their situation: such as could excite neither suspicion nor alarm, nor require the exertion of any kind of severity.

When the fleet was at length prepared for sailing, the complement of convicts and marines on board the transports was thus arranged. The

Friendship

CHAP. II. *Friendship* carried a Captain and forty-four marines, subalterns and privates, with seventy-seven male and twenty female convicts. The *Charlotte*, a Captain and forty-three men, with eighty-eight male and twenty female convicts. In the *Alexander*, were two Lieutenants and thirty-five marines, with two hundred and thirteen convicts, all male. In the *Scarborough*, a Captain and thirty-three marines, with male convicts only, two hundred and eight in number. The *Prince of Wales* transport had two Lieutenants and thirty marines, with an hundred convicts, all female. And the *Lady Penrhyn*, a Captain, two Lieutenants, and only three privates, with one hundred and two female convicts. Ten marines, of different denominations, were also sent as supernumeraries on board the *Sirius*. The whole complement of marines, including officers, amounted to two hundred and twelve; besides which, twenty-eight women, wives of marines, carrying with them seventeen children, were permitted to accompany their husbands. The number of convicts was seven hundred and seventy-eight, of whom five hundred and fifty-eight were men. Two, however,

ever, on board the *Alexander*, received CHAP. II.
 a full pardon before the departure of the fleet, and consequently remained in England.

Governor Phillip, on his arrival at May 13, 1787.
 the station, hoisted his flag on board the *Sirius*, as Commodore of the squadron, and the embarkation being completed, and the time requiring his departure, at day break on the 13th of May, he gave the signal to weigh anchor. To the distance of about an hundred leagues clear of the channel, his Majesty's frigate *Hyena*, of twenty-four guns, was ordered to attend the fleet, in order to bring intelligence of its passage through that most difficult part of the voyage; with any dispatches which it might be requisite for the Governor to send home.

On the 20th of May, the ships be- May 20, 1787.
 ing then in latitude $47^{\circ} 57'$, and longitude $12^{\circ} 14'$ west of London, the *Hyena* returned. She brought, however, no exact account of the state of the transports; for the sea at that time ran so high, that the Governor found it difficult even to sit to write, and quite impracticable to send on board the several ships for exact reports of their situation, and of the behaviour of the convicts.

CHAP. VI. ^{II.}

CHAP. VI. ^{II.} All, however, had not been perfectly tranquil; the convicts in the Scarborough, confiding probably in their numbers, had formed a plan for gaining possession of that ship, which the officers had happily detected and frustrated. This information was received from them just before the Hyena sailed, and the Governor had ordered two of the ringleaders on board the Sirius for punishment. These men, after receiving a proper chastisement, were separated from their party by being removed into another ship, the Prince of Wales. No other attempt of this kind was made during the voyage.

We may now consider the adventurers in this small fleet as finally detached, for the present, from their native country; looking forward, doubtless with very various emotions, to that unknown region, which, for a time at least, they were destined to inhabit. If we would indulge a speculative curiosity, concerning the tendency of such an enterprize, there are few topics which would afford an ampler scope for conjecture. The sanguine might form expectations of extraordinary consequences, and be justified,

fied, in some degree, by the reflection, CHAP. II.
that from smaller, and not more respectable beginnings, powerful empires have frequently arisen. The phlegmatic and apprehensive might magnify to themselves the difficulties of the undertaking, and prognosticate, from various causes, the total failure of it. Both, perhaps, would be wrong. The opinion nearest to the right was probably formed by the Governor himself, and such others among the leaders of the expedition, as from native courage, felt themselves superior to all difficulties likely to occur; and by native good sense were secured from the seduction of romantic reveries. To all it must appear a striking proof of the flourishing state of navigation in the present age, and a singular illustration of its vast progress since the early nautical efforts of mankind; that whereas the ancients coasted with timidity along the shores of the Mediterranean, and thought it a great effort to run across the narrow sea which separates Crete from Egypt, Great Britain, without hesitation, sends out a fleet to plant a settlement near the antipodes.

CHAP.

II.

June 3d,
1787.

The high sea which had impeded the intercourse between the ships, as they were out of the reach of rocks and shoals, was not, in other respects, an unfavourable circumstance. On the whole, therefore, the weather was reckoned fine, and the passage very prosperous from Spithead to Santa Cruz, in the Isle of Teneriffe, where the fleet anchored on the 3d of June.

CHAP.

CHAPTER III.

*Reasons for touching at the Canary Isles
—Precautions for preserving Health
—Their admirable Success—Some account of the Canaries—Fables respecting them—Attempt of a Convict to escape—Departure.*

THE chief object proposed by Governor Phillip in touching at Teneriffe, was the obtaining a fresh supply of water and vegetables. It was advisable also at this period to give the people such advantages and refreshments, for the sake of health, as this place would readily supply, but which can only be obtained on shore. In this, and every port, the crews, soldiers, and convicts, were indulged with fresh meat, fruit, vegetables, and every thing which could conduce to preserve them from the complaints formerly inevitable in long voyages. The allowance was, to the marines, a pound of bread, a pound of beef, and a pint of wine *per* man, daily:

CHAP.
III.

June 3d,
1787.

CHAP. daily: the convicts had three quarters
 III. of a pound of beef, and of bread,
 but no wine. The fruits obtained
 here were only figs and mulberries, but
 these were plentiful and excellent.
 How successfully precautions of every
 kind, tending to this great end, were
 employed throughout the voyage, the
 reports of the number of sick and dead
 will sufficiently evince.

Captain Cook had very fully shown,
 how favourable such expeditions might
 be made to the health of those engaged
 in them; and Governor Phillip was
 happy enough to confirm the opinion,
 that the success of his great predecessor,
 in this essential point, was not in any
 degree the effect of chance, but arose
 from that care and attention of which
 he has humanely given us the detail;
 and which, in similar circumstances,
 may generally be expected to produce
 the same result. If the number of con-
 victs who died between the time of em-
 barkation and the arrival of the fleet
 at this place, should seem inconsistent
 with this assertion, it must be con-
 sidered that the deaths were confined
 entirely to that class of people, many
 of whom were advanced in years, or
 labouring under diseases contracted in
 prison,

prison or elsewhere, while they were CHAP.
yet on shore. III.

A week was passed at this place, during which time the weather was very moderate, the thermometer not exceeding 70° of Fahrenheit's scale. The barometer stood at about 30 inches.

The Governor of the Canaries, at this time, was the Marquis de Brancifort, by birth a Sicilian. He was resident as usual at Santa Cruz, and paid to Governor Phillip, and the other officers, a polite attention and respect equally honourable to all parties. The port of *Santa Cruz*, though not remarkably fine, is yet the best in the Canaries, and the usual place at which vessels touch for refreshment; the residence of the Governor General is therefore fixed always in Teneriffe, for the sake of a more frequent intercourse with Europe: in preference to the great Canary Isle, which contains the Metropolitan church, and the palace of the Bishop. The Marquis de Brancifort has lately established some useful manufactures in Teneriffe.

To enter into much detail concerning the Canary Islands, which lie exactly in the course of every ship that fails

CHAP. fails from Europe to the Cape, and
III. consequently have been described in almost every book of voyages, must be superfluous. A few general notices concerning them may, perhaps, not be unacceptable. They are in number about fourteen, of which the principal, and only considerable are, *Canary, Teneriffe, Fortaventure, Palma, Ferro, Gomera, Lancerotta*. Their distance from the coast of Africa is from about forty to eighty leagues. The circumference of Teneriffe is not above one hundred and twenty miles, but that of Canary, or as it is usually called, the Great Canary, is one hundred and fifty. They have been possessed and colonized by Spain from the beginning of the 15th century.

There is no reason to doubt that these are the islands slightly known to the ancients under the name of *Fortunate*: though the mistake of Ptolemy concerning their latitude has led one of the commentators on Solinus to contend, that this title belongs rather to the Islands of Cape Verd. Pliny mentions *Canaria*, and accounts for that name from the number of large dogs which the island contained; a circumstance which some modern voyagers, perhaps

perhaps with little accuracy, repeat as CHAP.
 having occasioned the same name to be III.
 given by the Spaniards. *Nivaria*,
 spoken of by the same author, is evi-
 dently Teneriffe, and synonymous, if
 we are rightly informed, to the modern
 name *. *Ombrion*, or *Pluvialia*, is sup-
 posed to be Ferro; where the dryness
 of the soil has at all times compelled
 the inhabitants to depend for water on
 the rains.

If the ancients made these islands
 the region of fable, and their poets de-
 corated them with imaginary charms
 to supply the want of real knowledge,
 the moderns cannot wholly be exempted
 from a similar imputation. Travellers
 have delighted to speak of the Peak
 of Teneriffe, as the highest mountain
 in the ancient world, whereas, by the
 best accounts, Mont Blanc exceeds it†
 by 3523 feet, or near a mile of per-
 pendicular altitude. The Isle of Ferro,
 having no such mountain to distin-
 guish it, was celebrated for a century
 or

* Occasioned by the perpetual snows with which
 the Peak is covered. *Tener* is said to mean *snow*,
 and *itte* or *isse* a *mountain*, in the language of the
 island.

† The height of Mont Blanc, on a mean of the
 best accounts, is 15,673 English feet from the level
 of the sea, Teneriffe 12,150.

CHAP. or two on the credit of a miraculous
 III. tree, single in its kind, enveloped in
 perpetual mists, and distilling sufficient
 water for the ample supply of the
 island*. But this wonder, though
 vouched by several voyagers, and by
 some as eye-witnesses, vanished at the
 approach of sober enquiry, nor could
 a single

* *Clipperton* speaks of it as a fact, *Harris's Voy-ages*, Vol. I. p. 187. *Mandelsloe* pretended to have seen it, *ibid.* p. 806. *Baudrand* was the first who by careful enquiry detected the fiction. An account of this imaginary tree, curious from being so circumstantial, is here given from a French book of geography, of some credit in other respects. "Mais ce qu'il-y-a de plus digne de remarque, est cet arbre merveilleux qui fournit d'eau toute l'isle, tant pour les hommes que pour les bêtes. Cet arbre, que les habitans appellent *Caroë*, *Garoë*, ou *Arbre Saint*, unique en son espèce, est gros, et large de branches; son tronc a environ douze pieds de tour; ses feuilles sont un peu plus grosses que celles des noiers, et toujours vertes; il porte un fruit, semblable à un gland, qui a un noiau d'un goût aromatique, doux et piquant. Cet arbre est perpétuellement convert d'un nuage, qui l'humecte partout, en sorte que l'eau en distille goutte à goutte par les branches et par les feuilles, en telle-quantité qu'on en peut remplir trente tonneaux par jour. Cette eau est extrêmement fraîche, claire, fort bonne a boire, et fort saine. Elle tombe dans deux bassins de pierre que les insulaires ont bâtis pour la recevoir. La nuage qui couvre cet arbre ne se dissipe pas; seulement dans les grandes chaleurs de l'été il se diminue un peu; mais en échange la mer envoie une vapeur épaisse, qui se jette sur l'arbre, et qui supplée a ce manquement." *Du Bois Geogr.* Part. iii. ch. 17. Can all this have arisen from Pliny's *arbores ex quibus aquæ exprimentur*?

a single native be found hardy enough CHAP. III.
 to assert its existence. The truth is, that the Canary Isles, though a valuable possession to Spain, and an excellent resource to voyagers of all nations, contain no wonders, except what belong naturally to volcanic mountains such as the Peak, which, though it always threatens, has not now been noxious for more than eighty years †.

The capital of Teneriffe is *Laguna*, or more properly *San Christoval de la Laguna*, *St. Christopher of the Lake*, so called from its situation near a lake. Both this and Santa Cruz are built of stone, but the appearance of the latter is more pleasing than that of Laguna. They are distant from each other about four miles. The capital of the Great Canary, and properly of the whole government, is *the City of Palms*: But that place has been for some time the centre of ecclesiastical government only. The custom of reckoning the first meridian as passing through these isles was begun by Ptolemy; and perhaps it is still to be wished that the French regula-

* See Captain Glasse's elaborate account of the Canaries, and Captain Cook's last Voyage.

CHAP. regulations on that subject were generally adopted.

III.

Our ships were at length preparing to depart, when on the evening of the 9th of June, a convict belonging to the *Alexander*, having been employed on deck, found means to cut away the boat, and make a temporary escape; but he was missed and soon retaken. It is not probable that he had formed any definite plan of escape; the means of absconding must have been accidentally offered, and suddenly embraced, and for making such an attempt, the vague hope of liberty, without any certain prospect, would naturally afford sufficient temptation.

June 10,
1787.

By the 10th of June the ships had completed their water, and early the next morning, the Governor gave the signal for weighing anchor, and the fleet pursued its course.

Report

Report of the marines and convicts C H A P.
 under medical treatment, given in to ^{III.}
 Governor Phillip, June 4th, 1787. }

<i>Charlotte,</i>	—	Marines	4
		Convicts	16
<i>Alexander,</i>	—	Marines	2
		Convicts	26
<i>Scarborough,</i>	—	Marine	1
		Convicts	9
<i>Friendship,</i>	—	Convicts	13
<i>Lady Penrhyn,</i>		Convicts	11
<i>Prince of Wales,</i>		Marines	2
		Convicts	7
Total		Marines	9
		Convicts	72

Convicts dead since the first embarkation	-	21
Children of Convicts	-	3

Of these only fifteen, and one child,
 had died since the departure from Spit-
 head.

CHAPTER IV.

Attempt to put in at Port Praya—Relinquished—Weather—Sail for Rio de Janeiro—Reasons for touching at a South American port—The Fleet passes the Line—Arrives at Rio de Janeiro—Account of that Place—Transactions there—Departure.

CHAP.
IV.

VEGETABLES not having been so plentiful at Santa Cruz as to afford a sufficient supply, it was the intention of Governor Phillip to anchor for about twenty-four hours in the Bay of Port Praya. The islands on this side of the Atlantic, seem as if expressly placed to facilitate the navigation to and from the Cape of Good Hope: by offering to vessels, without any material variation from their course, admirable stations for supply and refreshment. About latitude 40, north, the Azores; in 33, the Madeiras; between 29 and 27, the Canaries; and between 18 and 16, the Islands of
Cape

NEW SOUTH WALES.

31

Cape Verd, successively offer themselves to the voyager, affording abundantly every species of accommodation his circumstances can require. On the Southern side of the Equator, a good harbour and abundance of turtles give some consequence even to the little barren island of Ascension; and St. Helena, by the industry of the English settlers, has become the seat of plenty and of elegance. Without the assistance derived, in going or returning, from some of these places, the interval of near forty degrees on each side of the line, in a sea exposed to violent heat, and subject to tedious calms, would be sufficient to discourage even the navigators of the eighteenth century.

CHAP.
IV.

On the 18th of June, the fleet came in sight of the Cape Verd Islands, and was directed by signal to steer for St. Jago. But the want of favourable wind, and the opposition of a strong current making it probable that all the ships would not be able to get into the Bay, the Governor thought it best to change his plan. The signal for anchoring was hauled down, and the ships were directed to continue their first course; a circumstance of much disap-

June 18,
1787.

CHAP. disappointment to many individuals on
IV. board, who, as is natural in long voy-
ages, were eager on every occasion to
enjoy the refreshments of the shore.
As an additional incitement to such
wishes, the weather had now become
hot; the thermometer stood at 82°,
which, though not an immoderate heat
for a tropical climate, is sufficient to
produce considerable annoyance. But,
unmoved by any consideration except
that of expedience, Governor Phillip
persisted in conducting his ships to
their next intended station, the har-
bour of Rio de Janeiro.

It may appear perhaps, on a slight
consideration, rather extraordinary, that
vessels bound to the Cape of Good
Hope should find it expedient to touch
at a harbour of South America. To run
across the Atlantic, and take as a part
of their course, that coast, the very ex-
istence of which was unknown to the
first navigators of these seas, seems a
very circuitous method of performing
the voyage. A little examination will
remove this apparent difficulty. The
calms so frequent on the African side,
are of themselves a sufficient cause to
induce a navigator to keep a very wes-
terly course; and even the islands at
which

which it is so often convenient to touch will carry him within a few degrees of the South American coast. —

CHAP.

IV.

The returning tracks of Captain Cook's three voyages all run within a very small space of the 45th degree of west longitude, which is even ten degrees further to the west than the extremity of Cape St. Roque: and that course appears to have been taken voluntarily, without any extraordinary inducement. But in the latitudes to which Governor Phillip's Squadron had now arrived, the old and new continent approach so near to each other, that in avoiding the one it becomes necessary to run within a very moderate distance of the opposite land.

In the passage from the *Cape Verd Islands*, the fleet suffered for some time the inconvenience of great heat, attended by heavy rains. The heat, however, did not at any time exceed the point already specified,* and the precautions unremittingly observed in all the ships happily continued efficacious in preventing any violent sickness.

D

ness.

* 82°, 51°. It is not unusual in England, to have the thermometer, for a day or two in a summer, at 81°.

CHAP. IV. nefs. Nor did the oppression of the hot weather continue so long as in these latitudes might have been expected; for before they reached the equator the temperature had become much more moderate.

July 5th, 1787. On July 5, 1787, being then in long. 26° 10' west from Greenwich, the Botany Bay fleet passed from the Northern into the Southern Hemisphere. About three weeks more of very favourable and pleasant weather conveyed them to Rio de Janeiro. On Aug. 5th, 1787, the 5th of August they anchored off the harbour, and on the evening of the 6th were at their station within it. The land of Cape Frio had been discovered some days before, but a deficiency of wind from that time a little slackened their course.

Rio de Janeiro, or January River, so called because discovered by Dias de Solis on the feast of St. Januarius, (Sept. 19) 1525, is not in fact a river, though its name denotes that it was then supposed to be so: it is an arm of the sea, into which a considerable number of small rivers descends.

The city of Rio de Janeiro, called by some writers St. Sebastian, from the name of its tutelar patron, is situated
on

on the west side of this bay, within less than a degree of the tropic of Capricorn, and about 43° west of Greenwich. It is at present the capital of all Brasil, and has been for some time the residence of the Viceroy. These distinctions it obtained in preference to St. Salvador, which was formerly the capital, by means of the diamond mines discovered in its vicinity, in the year 1730. The place increasing rapidly by the wealth thus brought to it, was fortified and put under the care of a governor in 1738. The port is one of the finest in the world, very narrow at the entrance, and within capacious enough to contain more ships than ever were assembled at one station. It has soundings from twenty to one hundred and twenty fathoms. A hill shaped like a sugar loaf, situated on the west side, marks the proper bearing for entering the harbour: the situation of which is fully pointed out at the distance of two leagues and a half by some small islands, one of which, called *Rodonda*, is very high, and in form not unlike a haycock. The mouth of the harbour is defended by forts, particularly two, called *Santa Cruz* and *Lozia*; and the usual anchorage with-

CHAB. in it is before the city, north of a
 W. small island named *Das Cobras*.

There are in this port established fees, which are paid by all merchant ships, Portuguese as well as strangers: 3*l*. 12*s*. each on entering the bay, the same on going out, and 5*s*. 6*d*. a day while they remain at anchor. The entrance fee was demanded for the transports in this expedition, but when Governor Phillip had alleged that they were loaded with King's stores, the payment was no more insisted upon. Nevertheless, the Captain of the Port gave his attendance, with his boat's crew, to assist the ships in coming in, there being at that time only a light air, hardly sufficient to carry them up the bay.

In the narrative of Captain Cook's Voyage in 1768, we find, on his arrival at this place, great appearance of suspicion on the part of the Viceroy, harsh prohibitions of landing, even to the gentlemen employed in philosophical researches, and some proceedings rather of a violent nature. The reception given by the present Viceroy to Governor Phillip and his officers was very different: it was polite and flattering.

ing to a great degree, and free from every tincture of jealous caution. CHAP. IV.

Don *Lewis de Varconcellos*, the reigning Viceroy, belongs to one of the noblest families in Portugal; is brother to the Marquis of *Castello Melhor*, and to the Count of *Pombeyro*. Governor Phillip, who served for some years as a Captain in the Portuguese navy, and is deservedly much honoured by that nation, was not personally unknown to the Viceroy, though known in a way which, in a less liberal mind, might have produced very different dispositions. There had been some difference between them, on a public account, in this port, when Governor Phillip commanded the *Europe*: each party had acted merely for the honour of the nation to which he belonged, and the Viceroy, with the true spirit of a man of honour, far from resenting a conduct so similar to his own, seemed now to make it his object to obliterate every recollection of offence. As soon as he was fully informed of the nature of Governor Phillip's commission, he gave it out in orders to the garrison that the same honours should be paid to that officer as to himself. This distinc-

CHAP.
IV.

distinction the Governor modestly wished to decline, but was not permitted. His officers were all introduced to the Viceroy, and were, as well as himself, received with every possible mark of attention to them, and regard for their country. They were allowed to visit all parts of the city, and even to make excursions as far as five miles into the country, entirely unattended: an indulgence very unusual to strangers, and considering what we read of the jealousy of the Portuguese Government respecting its diamond mines, the more extraordinary.

Provisions were here so cheap, that notwithstanding the allowance of meat was fixed by Governor Phillip at twenty ounces a day, the men were victualled completely, rice, fresh vegetables, and firing included, at three-pence three-farthings a head. Wine was not at this season to be had, except from the retail dealers, less was therefore purchased than would otherwise have been taken. Rum, however, was laid in; and all such seeds and plants procured as were thought likely to flourish on the coast of New South Wales, particularly coffee, indigo, cotton, and the

the cochineal fig*. As a substitute for bread, if it should become scarce, one hundred sacks of cassada were purchased at a very advantageous price.

CHAP.
IV.

Cassada, the bread of thousands in the tropical climates, affords one of those instances in which the ingenuity of man might be said to triumph over the intentions of nature, were it not evidently the design of Providence that we should in all ways exert our invention and sagacity to the utmost, for our own security and support. It is the root of a shrub called *Cassada*, or *Cassava Jatropha*, and in its crude state is highly poisonous. By washing, pressure, and evaporation, it is deprived of all its noxious qualities, and being formed into cakes becomes a salubrious and not an unpalatable substitute for bread.

By the indulgence of the Viceroy, the deficiency in the military stores observed at the departure of the transports from England, was made up by a supply purchased from the Royal arsenal; nor was any assistance withheld which either the place afforded, or the stores of government could furnish.

The

* *Cactus Cochinitifer*, of Linnæus.

CHAP.

IV.

The circumstances, which in this place most astonish a stranger, and particularly a Protestant, are, the great abundance of images dispersed throughout the city, and the devotion paid to them. They are placed at the corner of almost every street, and are never passed without a respectful salutation; but at night they are constantly surrounded by their respective votaries, who offer up their prayers aloud, and make the air resound in all quarters with the notes of their hymns. The strictness of manners in the inhabitants is not said to be at all equivalent to the warmth of this devotion; but in all countries and climates it is found much easier to perform external acts of reputed piety, than to acquire the internal habits so much more essential. It must be owned, however, that our people did not find the ladies so indulgent as some voyagers have represented them.

It was near a month before Governor Phillip could furnish his ships with every thing which it was necessary they should now procure. At length, on the 4th of September he weighed anchor, and as he passed the fort, received
from

from the Viceroy the last compliment CHAP.
 it was in his power to pay, being fa- IV.
 luted with twenty-one guns. The fa-
 lute was returned by an equal number
 from the Sirius; and thus ended an in-
 tercourse honourable to both nations,
 and particularly to the principal officer
 employed in the service of each.

CHAPTER V.

*Prosperous passage from Rio to the Cape
—Account of the Harbours there—
The Cape of Good Hope not the most
Southern point--Height of Table Moun-
tain and others—Supineness of the Eu-
ropean nations in neglecting to occupy
the Cape—Live stock laid in—Depar-
ture—Separation of the fleet—Arri-
val of the Supply at Botany Bay.*

CHAP. **A** Prosperous course by sea, like a
 V. state of profound peace and tranquil-
 lity in civil society, though most ad-
 vantageous to those who enjoy it, is
 Sept. 4th, unfavourable to the purposes of narra-
 1787. tion. The striking facts which the
 writer exerts himself to record, and
 the reader is eager to peruse, arise only
 from difficult situations; uniform pros-
 perity is described in very few words.
 Of this acceptable but unproductive
 kind was the passage of the Botany
 Bay fleet from Rio de Janeiro to the
 Cape of Good Hope; uniformly fa-
 vourable,

vourable, and not marked by any extraordinary incidents. This run, from about lat. 22° south, long. 43° west of London, to lat. 34° south, long. 18° east of London, a distance of about four thousand miles, was performed in thirty-nine days: for having left Rio on the 4th of September, on the 13th of October the ships came to anchor in Table Bay. Here they were to take their final refreshment, and lay in every kind of stock with which they were not already provided. In this period no additional lives had been lost, except that of a single convict belonging to the *Charlotte* transport, who fell accidentally into the sea, and could not by any efforts be recovered.

CHAP.
V.
Oct. 13,
1787.

Table Bay, on the north-west side of the Cape of Good Hope, is named from the Table Mountain, a promontory of considerable elevation, at the foot of which, and almost in the centre of the Bay, stands Cape Town, the principal Dutch settlement in this territory. This Bay cannot properly be called a port, being by no means a station of security; it is exposed to all the violence of the winds which set into it from the sea; and is far from sufficiently secured from those which blow from

CHAP. V. from the land. The gusts which descend from the summit of Table Mountain are sufficient to force ships from their anchors, and even violently to annoy persons on the shore, by destroying any tents or other temporary edifices which may be erected, and raising clouds of fine dust, which produce very troublesome effects. A gale of this kind, from the south-east, blew for three days successively when Capt. Cook lay here in his first voyage, at which time, he informs us, the Resolution was the only ship in the harbour that had not dragged her anchors. The storms from the sea are still more formidable; so much so, that ships have frequently been driven by them from their anchorage, and wrecked at the head of the Bay. But these accidents happen chiefly in the *quaaade mousson*, or winter months, from May 14 to the same day of August; during which time few ships venture to anchor here. Our fleet, arriving later, lay perfectly unmolested as long as it was necessary for it to remain in this station.

False Bay, on the south-east side of the Cape, is more secure than Table Bay, during the prevalence of the north-

north-west winds, but still less so in strong gales from the south-east. It is however less frequented, being twenty-four miles of very heavy road distant from Cape Town, whence almost all necessaries must be procured. The most sheltered part of False Bay is a recess on the west side, called Simon's Bay.

CHAP.
V.

The Cape of Good Hope, though popularly called, and perhaps pretty generally esteemed so, is not in truth the most southern point of Africa. The land which projects furthest to the south is a point to the east of it, called by the English Cape *Lagullus*; a name corrupted from the original Portuguese *das Agulhas*, which, as well as the French appellation *des Aiguilles*, is descriptive of its form, and would rightly be translated *Needle Cape*. Three eminences, divided by very narrow passes, and appearing in a distant view like three summits of the same mountain, stand at the head of Table Bay.—They are however of different heights, by which difference, as well as by that of their shape, they may be distinguished. Table Mountain is so called from its appearance, as it terminates in a flat horizontal

CHAP.

V.

horizontal surface, from which the face of the rock descends almost perpendicularly. This mountain rises to about 3567 feet above the level of the sea. *Devil's Head*, called also *Charles mountain*, is situated to the east of the former, and is not above 3368 feet in height; and on the west side of Table Mountain, *Lion's Head*, whose name is also meant to be descriptive, does not exceed 2764 feet. In the neighbourhood of the latter lies *Constantia*, a district consisting of two farms, wherein the famous wines of that name are produced.

Our voyagers found provisions less plentiful and less reasonable in price at Cape Town than they had been taught to expect. Board and lodging, which are to be had only in private houses, stood the officers in two rix-dollars a day, which is near nine shillings sterling. This town, the only place in the whole colony to which that title can be applied with propriety, is of no great extent; it does not in any part exceed two miles: and the country, colonized here by the Dutch, is in general so unfavourable to cultivation, that it is not without some astonishment that we find them
able

able to raise provisions from it in sufficient abundance to supply themselves, and the ships of so many nations which constantly resort to the Cape.

CHAP.

V.

When we consider the vast advantages derived by the Dutch colonists from this traffic, and the almost indispensable necessity by which navigators of all nations are driven to seek refreshment there, it cannot but appear extraordinary, that from the discovery of the Cape in 1493, by Bartholemi Diaz, to the year 1650, when, at the suggestion of John Van Riebeck, the first Dutch colony was sent, a spot so very favourable to commerce and navigation should have remained unoccupied by Europeans. Perhaps all the perseverance of the Dutch character was necessary even to suggest the idea of maintaining an establishment in a soil so burnt by the sun, and so little disposed to repay the toil of the cultivator. The example and success of this people may serve, however, as an useful instruction to all who in great undertakings are deterred by trifling obstacles; and who, rather than contend with difficulties, are inclined to relinquish

CHAP. relinquish the most evident advantages.
V.

But though the country near the Cape had not charms enough to render it as pleasing as that which surrounds Rio de Janeiro, yet the Governor, Mynheer Van Graaffe, was not far behind the Viceroy of Brazil in attention to the English officers. They were admitted to his table, where they were elegantly entertained, and had reason to be pleased in all respects with his behaviour and disposition. Yet the minds of his people were not at this time in a tranquil state; the accounts from Holland were such as occasioned much uneasiness, and great preparations were making at the fort, from apprehension of a rupture with some other power.

In the course of a month, the live stock and other provisions were procured; and the ships, having on board not less than five hundred animals of different kinds, but chiefly poultry, put on an appearance which naturally enough excited the idea of Noah's ark. This supply, considering that the country had previously suffered from a dearth, was very considerable; but it was purchased of course

course at a higher expence considerably than it would have been in a time of greater plenty. CHAP. V.

On the 12th of November the fleet set sail, and was for many days much delayed by strong winds from the south-east. On the 25th, being then only 80 leagues to the eastward of the Cape, Governor Phillip left the Sirius and went on board the Supply tender; in hopes by leaving the convoy, to gain sufficient time for examining the country round Botany Bay, so as to fix on the situation most eligible for the colony, before the transports should arrive. At the same time he ordered the agents for the transports, who were in the Alexander, to separate themselves from the convoy with that ship, the Scarborough and Friendship, which, as they were better sailors than the rest, might reasonably be expected sooner; in which case, by the labour of the convicts they had on board, much might be done in making the necessary preparations for landing the provisions and stores.

Major Ross, the Commandant of Marines, now left the Sirius, and went on board the Scarborough, that he might accompany that part of the detachment which probably would be

E landed

CHAP.

V.

landed first, Captain Hunter, in the Sirius, was to follow with the store-ships, and the remainder of the transports; and he had the necessary instructions for his future proceedings, in case the Supply had met with any accident. Lieutenant Gidley King, since appointed Commandant of Norfolk Island, accompanied Governor Phillip in the Supply.

3d Jan.
1788.

From this time to the 3d of January, 1788, the winds were as favourable as could be wished, blowing generally in very strong gales from the north-west, west, and south-west. Once only the wind had shifted to the east, but continued in that direction not more than a few hours. Thus assisted, the Supply, which sailed but very indifferently, and turned out, from what she had suffered in the voyage, to be hardly a safe conveyance, performed in fifty-one days a voyage of more than seven thousand miles. On the day abovementioned she was within sight of the coast of New South Wales. But the winds then became variable, and a current, which at times set very strongly to the southward, so much impeded her course, that it was not till the 18th that she arrived at Botany Bay.

CHAP.

CHAPTER VI.

First interview with the natives—the bay examined—arrival of the whole fleet—Port Jackson examined—second interview with the natives—and third—Governor Phillip returns to Botany Bay—and gives orders for the evacuation of it.

AT the very first landing of Governor Phillip on the shore of Botany Bay, an interview with the natives took place. They were all armed, but on seeing the Governor approach with signs of friendship, alone and unarmed, they readily returned his confidence by laying down their weapons. They were perfectly devoid of cloathing, yet seemed fond of ornaments, putting the beads and red baize that were given them, on their heads or necks, and appearing pleased to wear them. The presents offered by their new visitors were all readily accepted, nor did any kind of dis-

CHAP.

VI.

Jan. 18,
1788.

CHAP. VI. agreement arise while the ships remained in Botany Bay. This very pleasing effect was produced in no small degree by the personal address, as well as by the great care and attention of the Governor. Nor were the orders which enforced a conduct so humane, more honourable to the persons from whom they originated, than the punctual execution of them was to the officers sent out: it was evident, that their wishes coincided with their duty; and that a sanguinary temper was no longer to disgrace the European settlers in countries newly discovered.

The next care after landing was the examination of the bay itself, from which it appeared that, though extensive, it did not afford a shelter from the easterly winds: and that, in consequence of its shallowness, ships even of a moderate draught, would always be obliged to anchor with the entrance of the bay open, where they must be exposed to a heavy sea, that rolls in whenever it blows hard from the eastward.

Several runs of fresh water were found in different parts of the bay, but there did not appear to be any situation to which there was not some very strong

strong objection. In the northern part of it is a small creek, which runs a considerable way into the country, but it has water only for a boat, the sides of it are frequently overflowed, and the low lands near it are a perfect swamp. The western branch of the bay is continued to a great extent, but the officers sent to examine it could not find there any supply of fresh water, except in very small drains.

Point Sutherland offered the most eligible situation, having a run of good water, though not in very great abundance. But to this part of the harbour the ships could not approach, and the ground near it, even in the higher parts, was in general damp and spungy. Smaller numbers might indeed in several spots have found a comfortable residence, but no place was found in the whole circuit of Botany Bay which seemed at all calculated for the reception of so large a settlement. While this examination was carried on, the whole fleet had arrived. The Supply had not so much outailed the other ships as to give Governor Phillip the advantage he had expected in point of time. On the 19th of January, the Alexander, Scarborough, and Friendship,

CHAP. VII. ship, cast anchor in Botany Bay; and on the 20th, the Sirius, with the remainder of the convoy *. These ships had all continued very healthy; they had not, however, yet arrived at their final station.

The openness of this bay, and the dampness of the soil, by which the people would probably be rendered unhealthy, had already determined the Governor to seek another situation. He resolved, therefore, to examine Port Jackson, a bay mentioned by Captain Cook as immediately to the north of this. There he hoped to find, not only a better harbour, but a fitter place for the establishment of his new government. But that no time might be lost, in case of a disappointment in these particulars, the ground near Point Sutherland was ordered immediately to be cleared, and preparations to be made for landing, under the direction of the Lieutenant Governor.

These arrangements having been settled, Governor Phillip prepared to proceed to the examination of Port Jackson:

* The annexed view of Botany Bay, represents the Supply, &c. at anchor, and the Sirius with her convoy coming into the bay.

son: and as the time of his absence, CHAP. VI.
had he gone in the Supply, must have
been very uncertain, he went round
with three boats; taking with him
Captain Hunter and several other offi-
cers, that by examining several parts
of the harbour at once the greater dis-
patch might be made. On the 22d of
January they set out upon this expedi-
tion, and early in the afternoon arrived
at Port Jackson, which is distant about
three leagues. Here all regret arising
from the former disappointments was at
once obliterated; and Governor Phillip
had the satisfaction to find one of the
finest harbours in the world, in which
a thousand sail of the line might ride
in perfect security.

22d Janu-
ary, 1788.

The different coves of this harbour
were examined with all possible expedi-
tion, and the preference was given to
one which had the finest spring of wa-
ter, and in which ships can anchor so
close to the shore, that at a very small
expence quays may be constructed at
which the largest vessels may unload.
This cove is about half a mile in length,
and a quarter of a mile across at the
entrance. In honour of Lord Sydney,
the Governor distinguished it by the
name of *Sydney Cove*.

On

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On the arrival of the boats at Port Jackson, a second party of the natives made its appearance near the place of landing. These also were armed with lances, and at first were very vociferous; but the same gentle means used towards the others easily persuaded these also to discard their suspicions, and to accept whatsoever was offered. One man in particular, who appeared to be the chief of this tribe, shewed very singular marks both of confidence in his new friends, and of determined resolution. Under the guidance of Governor Phillip, to whom he voluntarily intrusted himself, he went to a part of the beach where the men belonging to the boats were then boiling their meat: when he approached the marines, who were drawn up near that place, and saw that by proceeding he should be separated from his companions, who remained with several of the officers at some distance, he stopped, and with great firmness, seemed by words and gestures to threaten revenge if any advantage should be taken of his situation. He then went on with perfect calmness to examine what was boiling in the pot, and by the manner in which he expressed his admiration, made it evident

evident that he intended to profit by what he saw. Governor Phillip contrived to make him understand that large shells might conveniently be used for the same purpose, and it is probable that by these hints, added to his own observation, he will be enabled to introduce the art of boiling among his countrymen. Hitherto they appear to have known no other way of dressing food than broiling. Their methods of kindling fire are probably very imperfect and laborious, for it is observed that they usually keep it burning, and are very rarely seen without either a fire actually made, or a piece of lighted wood, which they carry with them from place to place, and even in their canoes.* The perpetual fires, which in some countries formed a part of the national religion, had perhaps no other origin than a similar inability to produce it at pleasure; and if we suppose the original flame to have been kindled by lightning, the fiction of its coming down from heaven will be found to deviate very little from the truth.

* In Hawksw. Voy. vol. iii. p. 234, it is said that they produce fire with great facility, &c. which account is the more correct, time will probably show.

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In passing near a point of land in this harbour, the boats were perceived by a number of the natives, twenty of whom waded into the water unarmed, received what was offered them, and examined the boat with a curiosity which impressed a higher idea of them than any former accounts of their manners had suggested. This confidence, and manly behaviour, induced Governor Phillip, who was highly pleased with it, to give the place the name of *Manly Cove*. The same people afterwards joined the party at the place where they had landed to dine. They were then armed, two of them with shields and swords, the rest with lances only. The swords were made of wood, small in the gripe, and apparently less formidable than a good stick. One of these men had a kind of white clay rubbed upon the upper part of his face, so as to have the appearance of a mask. This ornament, if it can be called such, is not common among them, and is probably assumed only on particular occasions, or as a distinction to a few individuals. One woman had been seen on the rocks as the boats passed, with her face, neck and breasts thus painted, and to our people appeared the most disgusting figure

figure imaginable; her own country-
men were perhaps delighted by the
beauty of the effect.

CHAP.
VI.

During the preparation for dinner the curiosity of these visitors rendered them very troublesome, but an innocent contrivance altogether removed the inconvenience. Governor Phillip drew a circle round the place where the English were, and without much difficulty made the natives understand that they were not to pass that line; after which they sat down in perfect quietness. Another proof how tractable these people are, when no insult or injury is offered, and when proper means are used to influence the simplicity of their minds.

On the 24th of January, Governor Phillip having sufficiently explored Port Jackson, and found it in all respects highly calculated to receive such a settlement as he was appointed to establish, returned to Botany Bay. On his arrival there, the reports made to him, both of the ground which the people were clearing, and of the upper parts of the Bay, which in this interval had been more particularly examined, were in the greatest degree unfavourable. It was impossible after this to hesitate concerning

January
24, 1788.

CHAP. concerning the choice of a situation;
VI. and orders were accordingly issued for
the removal of the whole fleet to Port
Jackson.

That Botany Bay should have appeared to Captain Cook in a more advantageous light than to Governor Philip, is not by any means extraordinary. Their objects were very different; the one required only shelter and refreshment for a small vessel, and during but a short time: the other had great numbers to provide for, and was necessitated to find a place wherein ships of very considerable burthen might approach the shore with ease, and lie at all times in perfect security. The appearance of the place is picturesque and pleasing, and the ample harvest it afforded, of botanical acquisitions, made it interesting to the philosophical gentlemen engaged in that expedition; but something more essential than beauty of appearance, and more necessary than philosophical riches, must be sought in a place where the permanent residence of multitudes is to be established.

CHAP.

CHAPTER VII.

Removal from Botany Bay—Arrival of two French ships—Account of them—Preparations for encampment—Difficulties—Scurvy breaks out—Account of the red and yellow gum trees.

PREPARATIONS for a general removal were now made with all convenient expedition: but on the morning of the 24th the greatest astonishment was spread throughout the fleet by the appearance of two ships, under French colours. In this remote region visitors from Europe were very little expected, and their arrival, while the cause of it remained unknown, produced in some minds a temporary apprehension, accompanied by a multiplicity of conjectures, many of them sufficiently ridiculous. Governor Phillip was the first to recollect that two ships had been sent out some time before from France for the purpose of discovery, and rightly concluded these to be the same. But as the opposition of the wind, and a strong

CHAP.
VII.

January
24, 1788.

CHAP. VII. strong current prevented them at present from working into the harbour, and even drove them out of sight again to the south, he did not think proper to delay his departure for the sake of making further enquiry.

January 25, 1788. On the 25th of January therefore, seven days after the arrival of the Supply, Governor Phillip quitted Botany Bay in the same ship, and sailed to Port Jackson. The rest of the fleet, under convoy of the Sirius, was ordered to follow, as soon as the abatement of the wind, which then blew a strong gale, should facilitate its working out of the Bay. The Supply was scarcely out of sight when the French ships again appeared off the mouth of the harbour, and a boat was immediately sent to them, with offers of every kind of information and assistance their situation could require. It was now learnt that these were, as the Governor had supposed, the *Bouffole* and the *Astrolabe*, on a voyage of discovery, under the conduct of Monsieur La Peyrouse.

January 26, 1788. On the 26th, the transports and store ships, attended by the Sirius, finally evacuated Botany Bay; and in a very short time they were all assembled in Sydney Cove, the place now destined for

for their port, and for the reception of the new settlement. The French ships had come to anchor in Botany Bay just before the departure of the *Sirius*; and during the intercourse which then took place, M. la Peyrouse had expressed a strong desire of having some letters conveyed to Europe. Governor Phillip was no sooner informed of this, than he dispatched an officer to him with full information of the time when it was probable our ships would sail, and with assurances that his letters should be punctually transmitted. By this officer the following intelligence was brought back concerning the voyage of the *Astrôlabé* and *Bouffole*.

These vessels had sailed from France in June 1785. They had touched at the Isle of Santa Catharina on the coast of Brazil, from thence had gone by the extremity of South America into the Pacific Ocean, where they had run along by the coasts of Chili and California. They had afterwards visited Easter Island, Nootka Sound, Cook's River, Kamtschatka, Manilla, the Isles des Navigateurs, Sandwich and the Friendly Islands. M. la Peyrouse had also anchored off Norfolk Island, but could not land, on account of the surf. In this long

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VII.

long voyage he had not lost any of his people by sickness; but two boats crews had unfortunately perished in a surf on the north-west coast of America; and at Masuna, one of the Isles des Navigateurs, M. L'Angle, Captain of the Astrolabe, had met with a fate still more unfortunate. That officer had gone ashore with two long boats for the purpose of filling some water casks. His party amounted to forty men, and the natives, from whom the French had received abundance of refreshments, and with whom they had been uniformly on the best terms, did not on their landing shew any signs of a change of disposition. Malice unprovoked, and treachery without a motive, seem inconsistent even with the manners of savages; the French officers therefore, confiding in this unbroken state of amity, had suffered their boats to lie aground. But whether it were that the friendly behaviour of the natives had proceeded only from fear, or that some unknown offence had been given, they seized the moment when the men were busied in getting out the boats, to make an attack equally furious and unexpected. The assault was made with stones, of which prodigious numbers were

were thrown with extraordinary force and accuracy of direction. To this treachery M. L'Angle fell a sacrifice, and with him twelve of his party, officers and men, the long-boats were destroyed, and the remainder of those who had gone ashore escaped with difficulty in their small boats. The ships in the mean time were under sail, and having passed a point of land that intercepted the view, knew nothing of this melancholy and unaccountable affray till the boats returned. This fatal result from too implicit a confidence, may, perhaps very properly, increase the caution of Europeans in their commerce with savages, but ought not to excite suspicion. The resentments of such people are sudden and sanguinary, and, where the intercourse of language is wanting, may easily be awakened by misapprehension: but it seems possible to treat them with sufficient marks of confidence, without abandoning the guards of prudence. Offence is often given by the men, while the officers are most studious to preserve harmony, and against the transports of rage which arise on such occasions, it is always necessary to be prepared. Perhaps, also, a degree of awe should always be kept
F up,

CHAP. up, even to preserve their friendship.

VII.

It has been uniformly remarked by our people, that defenceless stragglers are generally ill-treated by the natives of New South Wales, while towards parties armed and on their guard, they behave in the most amicable manner.

The debarkation was now made at Sydney Cove, and the work of clearing the ground for the encampment, as well as for the storehouses and other buildings, was begun without loss of time. But the labour which attended this necessary operation was greater than can easily be imagined by those who were not spectators of it. The coast, as well as the neighbouring country in general, is covered with wood; and though in this spot the trees stood more apart, and were less incumbered with underwood than in many other places, yet their magnitude was such as to render not only the felling, but the removal of them afterwards, a task of no small difficulty. By the habitual indolence of the convicts, and the want of proper overseers to keep them to their duty, their labour was rendered less efficient than it might have been.

January
26th,
1788.

In the evening of the 26th the colours were displayed on shore, and the Governor,

CHAP. VII.
vernor, with several of his principal officers and others, assembled round the flag-staff, drank the king's health, and success to the settlement, with all that display of form which on such occasions is esteemed propitious, because it enlivens the spirits, and fills the imagination with pleasing presages. From this time to the end of the first week in February all was hurry and exertion. They who gave orders and they who received them were equally occupied; nor is it easy to conceive a busier scene than this part of the coast exhibited during the continuance of these first efforts towards establishment. The plan of the encampment was quickly formed, and places were marked out for every different purpose, so as to introduce, as much as possible, strict order and regularity. The materials and frame work to construct a slight temporary habitation for the Governor, had been brought out from England ready formed: these were landed and put together with as much expedition as the circumstances would allow. Hospital tents were also without delay erected, for which there was soon but too much occasion. In the passage from the Cape there had been but little sickness, nor

CHAP. had many died even among the con-

VII.



victs ; but soon after landing, a dysentery prevailed, which in several instances proved fatal, and the scurvy began to rage with a virulence which kept the hospital tents generally supplied with patients. For those afflicted with this disorder, the advantage of fish or other fresh provisions could but rarely be procured ; nor were esculent vegetables often obtained in sufficient plenty to produce any material alleviation of the complaint. In the dysentery, the red gum of the tree which principally abounds on this coast, was found a very powerful remedy. The yellow gum has been discovered to possess the same property, but in an inferior degree.

The tree which yields the former kind of gum is very considerable in size, and grows to a great height before it puts out any branches. The red gum is usually compared to that called *sanguis draconis*, but differs from it by being perfectly soluble in water, whereas the other, being more properly a resin, will not dissolve except in spirits of wine. It may be drawn from the tree by tapping, or taken out of the veins of the wood when dry, in which it

it is copiously distributed. The leaves CHAP.
are long and narrow, not unlike those VII.
of a willow. The wood is heavy and
fine grained, but being much inter-
sected by the channels containing the
gum, splits and warps in such a man-
ner as soon to become entirely useless;
especially when worked up, as necessity
at first occasioned it to be, without
having been properly seasoned.

The yellow gum as it is called, is
strictly a resin, not being at all soluble
in water; in appearance, it strongly re-
sembles gamboge, but has not the pro-
perty of staining. The plant that pro-
duces it is low and small, with long
grassy leaves; but the fructification of
it shoots out in a singular manner from
the centre of the leaves, on a single
straight stem, to the height of twelve
or fourteen feet. Of this stem, which
is strong and light, like some of the
reed class, the natives usually make
their spears; sometimes pointing them
with a piece of the same substance
made sharp, but more frequently with
bone. The resin is generally dug up
out of the soil under the tree, not col-
lected from it, and may perhaps be
that which Tasman calls "gum lac of
the ground."

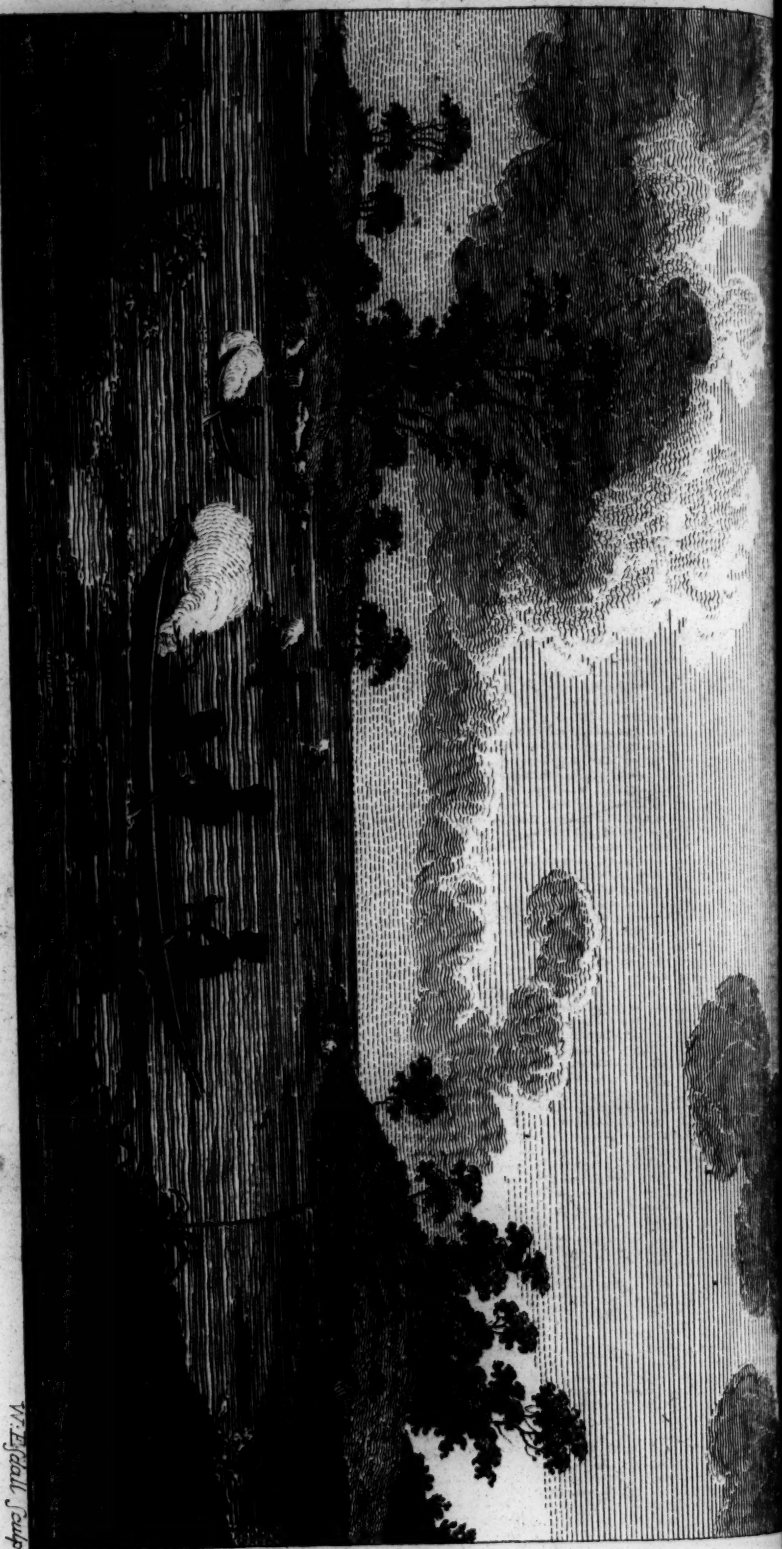
The

CHAP.
VII.

The month of February was ushered in by a very violent storm of thunder and rain. The lightning struck and shivered a tree, under which a shed had been erected for some sheep, and five of those animals were at the same time unfortunately destroyed by it. The encampment still went on with great alacrity, so that in the beginning of this month the work of building public storehouses was undertaken; and unremitting diligence began, tho' very gradually, to triumph over the obstacles which the nature of the place presented.

C H A P.





E. Cleverley del.

W. Esdaile sculp.

VIEW IN PORT JACKSON.

CHAPTER VIII.

Description of Port Jackson and the adjacent country—The Governor's commission read—his Speech—his humane resolutions respecting the Natives—difficulties in erecting huts and other buildings—departure of Lieutenant King to Norfolk Island.

PORT JACKSON was not visited or explored by Captain Cook; it was seen only at the distance of between two or three miles from the coast: had any good fortune conducted him into that harbour, he would have found it much more worthy of his attention as a seaman, than that in which he passed a week. Governor Phillip himself pronounces it to be a harbour, in extent and security, superior to any he has ever seen: and the most experienced navigators who were with him fully concur in that opinion. From an entrance not more than two miles across, Port Jackson gradually extends into a noble

CHAP.
VIII.

CHAP. noble and capacious bason; having
 VIII. soundings sufficient for the largest vessels, and space to accommodate, in perfect security, any number that could be assembled. It runs chiefly in a western direction, about thirteen miles into the country, and contains not less than an hundred small coves, formed by narrow necks of land, whose projections afford admirable shelter from all winds. Sydney Cove lies on the South side of the harbour, between five and six miles from the entrance. The necks of land that form the coves are mostly covered with timber, yet so rocky that it is not easy to comprehend how the trees could have found sufficient nourishment to bring them to so considerable a magnitude; but the soil between the rocks is very good, and into those spaces the principal roots have found their way. The soil in other parts of the coast immediately about Port Jackson is of various qualities. That neck of land which divides the south end of the harbour from the sea is chiefly sand. Between Sydney Cove and Botany Bay the first space is occupied by a wood, in some parts a mile and a half, in others three miles across; beyond that, is a kind of heath,

heath, poor, sandy, and full of swamps. CHAP. VIII.

As far as the eye can reach to the westward, the country is one continued wood. The head of the bay in Port Jackson, seemed at first to offer some advantages of ground, but as it is partly left dry at low water, and as the winds are much obstructed there by the woods and by the windings of the channel, it was deemed that it must probably be unhealthful, till the country can be cleared.

There are several parts of the harbour in which the trees stand at a greater distance from each other than in Sydney Cove; some of these which have small runs of water, and a promising soil, Governor Phillip purposed to cultivate as soon as hands could be spared; but the advantage of being able to land the stores and provisions with so much ease, unavoidably determined his choice of a place for the principal settlement. Had it been attempted to remove those necessaries only one mile from the spot where they were landed, the undertaking probably would have been fruitless; so many were the obstacles to land carriage. At the head of Sydney Cove, therefore, Governor Phillip had fixed the seat of his government;

CHAP.
VIII.

ment; but intent upon providing the best and earliest accommodation for those who were to be encamped with him; and wholly occupied by the continual necessity of giving directions, he had not yet found leisure for assuming regularly his powers and title of Governor. At length the hurry of the first preparations gave way to this more tranquil business.

Feb. 7th,
1788.

The 7th of February, 1788, was the memorable day which established a regular form of Government on the coast of New South Wales. For obvious reasons, all possible solemnity was given to the proceedings necessary on this occasion. On a space previously cleared, the whole colony was assembled; the military drawn up, and under arms; the convicts stationed apart; and near the person of the Governor, those who were to hold the principal offices under him. The Royal Commission was then read by Mr. D. Collins, the Judge Advocate. By this instrument, Arthur Phillip was constituted and appointed Captain General and Governor in Chief in and over the territory, called New South Wales; extending from the northern cape, or extremity of the coast, called
Cape

Cape York, in the latitude of ten degrees, thirty-seven minutes south, to the southern extremity of the said territory of New South Wales, or South Cape, in the latitude of forty-three degrees, thirty-nine minutes south, and of all the country inland to the westward, as far as the one hundred and thirty-fifth degree of east longitude, reckoning from the meridian of Greenwich, including all the islands adjacent in the Pacific Ocean, within the latitudes aforesaid of $10^{\circ} 37'$ south, and $43^{\circ} 39'$ south, and of all towns, garrisons, castles, forts, and all other fortifications, or other military works which may be hereafter erected upon the said territory, or any of the said islands. The act of Parliament establishing the courts of judicature was next read; and lastly, the patents under the great seal, empowering the proper persons to convene and hold those courts whenever the exigency should require. The Office of Lieutenant Governor was conferred on Major Ross, of the Marines. A triple discharge of musquetry concluded this part of the ceremony; after which Governor Phillip advanced, and addressing first the private soldiers, thanked them
for

CHAP. for their steady good conduct on every
VIII. occasion: an honour which was repeated to them in the next general orders. He then turned to the convicts, and distinctly explained to them the nature of their present situation. The greater part, he bade them recollect, had already forfeited their lives to the justice of their country: yet, by the lenity of its laws, they were now so placed that, by industry and good behaviour, they might, in time regain the advantages and estimation in society of which they had deprived themselves. They not only had every encouragement to make that effort, but were removed almost entirely from every temptation to guilt. There was little in this infant community which one man could plunder from another, and any dishonest attempts in so small a society would almost infallibly be discovered. To persons detected in such crimes, he could not promise any mercy; nor indeed to any who, under their circumstances, should presume to offend against the peace and good order of the settlement. What mercy could do for them they had already experienced; nor could any good be now expected from those whom neither past warnings,

warnings, nor the peculiarities of their present situation could preserve from guilt. Against offenders, therefore, the rigour of the law would certainly be put in force: while they whose behaviour should in any degree promise reformation, might always depend upon encouragement fully proportioned to their deserts. He particularly noticed the illegal intercourse between the sexes as an offence which encouraged a general profligacy of manners, and was in several ways injurious to society. To prevent this, he strongly recommended marriage, and promised every kind of countenance and assistance to those who, by entering into that state, should manifest their willingness to conform to the laws of morality and religion. Governor Phillip concluded his address, by declaring his earnest desire to promote the happiness of all who were under his government, and to render the settlement in New South Wales advantageous and honourable to his country.

This speech, which was received with universal acclamations, terminated the ceremonial peculiar to the day. Nor was it altogether without its proper effect: For we are informed, that
in

CHAP.
VIII.

in the course of the ensuing week fourteen marriages took place among the convicts. The assembly was now dispersed, and the Governor proceeded to review the troops on the ground cleared for a parade: after which, he gave a dinner to the officers, and the first evening of his government was concluded propitiously, in good order and innocent festivity, amidst the repetition of wishes for its prosperity.

A rising government could not easily be committed to better hands. Governor Phillip appears to have every requisite to ensure the success of the undertaking intrusted to him, as far as the qualities of one man can ensure it. Intelligent, active, persevering with firmness to make his authority respected, and mildness to render it pleasing, he was determined, if possible, to bring even the native inhabitants of New South Wales into a voluntary subjection; or at least to establish with them a strict amity and alliance. Induced also by motives of humanity, it was his determination from his first landing, to treat them with the utmost kindness: and he was firmly resolved, that, whatever differences might arise, nothing less than the most absolute necessity should

should ever compel him to fire upon them. In this resolution, by good fortune, and by his own great address, he has happily been enabled to persevere. But notwithstanding this, his intentions of establishing a friendly intercourse have hitherto been frustrated. M. de la Peyrouse, while he remained in Botany Bay, had some quarrel with the inhabitants, which unfortunately obliged him to use his fire-arms against them: this affair, joined to the ill behaviour of some of the convicts, who in spite of all prohibitions, and at the risque of all consequences, have wandered out among them, has produced a shyness on their parts which it has not yet been possible to remove, though the properest means have been taken to regain their confidence. Their dislike to the Europeans is probably increased by discovering that they intend to remain among them, and that they interfere with them in some of their best fishing places, which doubtless are, in their circumstances, objects of very great importance. Some of the convicts who have straggled into the woods have been killed, and others dangerously wounded by the natives, but there is great reason to suppose that in these

CHAP.
VIII.
}

CHAP. these cases the convicts have usually
VIII. been the aggressors.

As the month of February advanced heavy rains began to fall, which pointed out the necessity of procuring shelter for the people as soon as possible. To have expedited this work in the degree which was desirable a great number of artificers would have been required. But this advantage could not be had. Only sixteen carpenters could be hired from all the ships; among the convicts no more than twelve were of this profession, and of them several were sick. These therefore together formed but a small party, in proportion to the work which was to be done. One hundred convicts were added as labourers; but with every effort, it was found impossible to complete either the barracks for the men, or the huts for the officers, as soon as was desired. As late as the middle of May these were yet unfinished, as well as the hospital, and the storehouse for those provisions which were not landed at first. The Governor himself at that time was still lodged in his temporary house of canvas, which was not perfectly impervious either to wind or weather.

On

On the 14th of February a party was sent out in the Supply, to settle on a small island to the north-west of New Zealand, in latitude 29° South, and longitude 168° 10' East from London, which was discovered and much commended by Captain Cook, and by him named Norfolk Island, in honour of the noble family to which that title belongs. To the office of superintendant and commandant of this island, and the settlement to be made upon it, Governor Phillip appointed Philip Gidley King, second lieutenant of his Majesty's ship Sirius, an officer much esteemed by him as of great merit in his profession; and highly spoken of in his letters as a man, whose perseverance in that or any other service might fully be depended on. As it was known that there were no inhabitants on Norfolk Island, there was sent with Lieut. King only a small detachment, consisting of one subaltern officer, and six marines, a very promising young man who was a midshipman,* two men who understood the cultivation and dressing of flax, with

C H A P.
VIII.
February
14, 1788.

* The surgeon's name is Jamison, whose intelligent letters to Lewis Wolfe, Esq; were kindly lent to the publisher, and have afforded much useful information.

CHAP. nine men and six women convicts.

VIII.

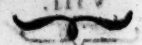
That the nature of this settlement may be fully understood, a copy of the instructions delivered to Mr. King at his departure is subjoined to this chapter.

INSTRUCTIONS for PHILIP GIBLEY KING, Esq; Superintendant and Commandant of the Settlement of NORFOLK ISLAND.

WITH these instructions you will receive my Commission, appointing you to superintend and command the settlement to be formed in Norfolk Island, and to obey all such orders as you shall from time to time receive from me, his Majesty's Governor in Chief, and Captain General of the territory of New South Wales and its dependencies, or from the Lieutenant-Governor in my absence.

You are therefore to proceed in his Majesty's armed tender Supply, whose commander has my orders to receive you, with the men and women, stores and provisions necessary for forming the intended settlement; and on your landing on Norfolk Island you are to take upon you the execution of the trust reposed

posed in you, causing my commission, appointing you superintendant over the said settlement, to be publicly read.

CHAP.
VIII.


After having taken the necessary measures for securing yourself and people, and for the preservation of the stores and provisions, you are immediately to proceed to the cultivation of the Flax Plant, which you will find growing spontaneously on the island; as likewise to the cultivation of cotton, corn, and other plants, with the seeds of which you are furnished, and which you are to regard as public stock, and of the increase of which you are to send me an account, that I may know what quantity may be drawn from the island for public use, or what supplies it may be necessary to send hereafter. It is left to your discretion to use such part of the corn that is raised as may be found necessary; but this you are to do with the greatest œconomy; and as the corn, flax, cotton, and other grains are the property of the Crown, and as such are to be accounted for, you are to keep an exact account of the increase, and you will in future receive directions for the disposal thereof.

You are to inform yourself of the nature of the soil, what proportion

CHAP.
VIII.

of land you find proper for the cultivation of corn, flax, and cotton, as likewise what quantity of cattle may be bred on the island, and the number of people you judge necessary for the above purpose. You will likewise observe what are the prevailing winds in the different seasons of the year, the best anchorage according to the season, the rise and fall of the tides, likewise when the dry and rainy seasons begin and end.

You will be furnished with a four oared boat, and you are not on any consideration to build, or to permit the building of any vessel or boat whatever that is decked; or of any boat or vessel that is not decked, whose length of keel exceeds twenty feet: and if by any accident any vessel or boat that exceeds twenty feet keel should be driven on the island, you are immediately to cause such boat or vessel to be scuttled, or otherwise rendered unserviceable, letting her remain in that situation until you receive further directions from me.

You will be furnished with six months provisions, within which time you will receive an additional supply, but as you will be able to procure fish and vegetables, you are to endeavour to make the provisions

provisions you receive serve as long as possible. CHAP. VIII.

The convicts being the servants of the Crown, till the time for which they are sentenced is expired, their labour is to be for the public; and you are to take particular notice of their general good or bad behaviour, that they may hereafter be employed or rewarded according to their different merits.

You are to cause the Prayers of the Church of England to be read with all due solemnity every Sunday, and you are to enforce a due observance of religion and good order, transmitting to me, as often as opportunity offers, a full account of your particular situation and transactions.

You are not to permit any intercourse or trade with any ships or vessels that may stop at the island, whether English or of any other nation, unless such ships or vessels should be in distress, in which case you are to afford them such assistance as may be in your power.

Given under my hand, at Head Quarters in Port Jackson, New South Wales, this 12th day of February, 1778.

(Signed)

ARTHUR PHILLIP.

CHAP.

CHAPTER IX.

A Criminal Court held—Broken Bay explored by Governor Phillip—Interviews with the Natives—Peculiarities remarked—Friendly behaviour and extraordinary courage of an old man.

CHAP.
IX.

GOVERNOR PHILLIP soon found with great regret, though doubtless without much surprise, that in the community committed to his care the strict enforcement of the sanctions of law was peculiarly necessary. There were in it many individuals whom neither lenity could touch, nor rigour terrify; who, with all sense of social duty, appeared to have lost all value for life itself, and with the same wantonness exposed themselves to the darts of the savages, and to the severe punishments which, however reluctantly, every society must inflict when milder methods have been tried without success. Towards the latter end of February a criminal court was convened, in which six
of

of the convicts received sentence of death. One, who was head of the gang, was executed the same day; of the rest, one was pardoned; the other four were reprieved, and afterwards exiled to a small island within the bay, where they were kept on bread and water. These men had frequently robbed the stores, and the other convicts. He who suffered, and two others, had been detected in stealing from the stores the very day that they had received a week's provision; at a time when their allowance, as settled by the Navy Board, was the same as that of the soldiers, spirituous liquors excepted. So inveterate were their habits of dishonesty, that even the apparent want of a motive could not repress them.

On the 2d of March Governor Philip went with a long boat and cutter to examine the broken land, mentioned by Captain Cook, about eight miles to the northward of Port Jackson, and by him named *Broken Bay*. This bay proved to be very extensive. The first night they slept in the boats, within a rocky point in the north-west part of the bay, as the natives, though friendly, appeared to be numerous; and the next day, after passing a bar that had only

CHAP.
IX.March 2,
1788.

CHAP. only water for small vessels, they entered
 IX. a very extensive branch, from which the ebb tide came out so strong that the boats could not row against it in the stream; and here was deep water. This opening appeared to end in several small branches, and in a large lagoon which could not then be examined, as there was not time to seek a channel for the boats among the banks of sand and mud. Most of the land in the upper part of this branch was low and full of swamps. Pelicans and various other birds were here seen in great numbers. Among the rest an uncommon kind, called then the *Hooded Gull*, and supposed to be a non descript; but it appears from a drawing sent to England, to be of that species called by Mr. Latham the *Caspian Tern*, and is described by him as the second variety of that species.*

Leaving this north-west branch they proceeded across the bay, and went into the south-west branch. This is also very extensive; and from it runs a second opening to the westward, affording shelter for almost any number of ships. In this part, as far as could then be

* Latham's Synopsis of Birds, vol. vi. p. 351.

examined,



W. Esdaile sculp

F. Clendinning del.

VIEW OF BOTANY BAY.



examined, there is water for vessels of the greatest burthen, the soundings being at the entrance seven fathoms, and in going up still more. Continual rains prevented them from taking a survey. The land here was found much higher than at Port Jackson, more rocky, and equally covered with timber. Large trees were seen growing even on the summits of the mountains, which appeared accessible only to birds. Immediately round the headland that forms the southern entrance into the bay, there is a third branch, which Governor Phillip thought the finest piece of water he had ever seen; and which therefore he thought worthy to be honoured with the name of *Pitt Water*. This, as well as the south-west branch, is of sufficient extent to contain all the navy of Great Britain. But on a narrow bar which runs across the entrance it has only eighteen feet depth of water. Within the bar there are from seven to fifteen fathoms. The land is not so high in this part as in the south-west branch, and there are some good situations where the land might be cultivated. Small springs of water were seen in most of the coves, and three cascades falling

CHAP.

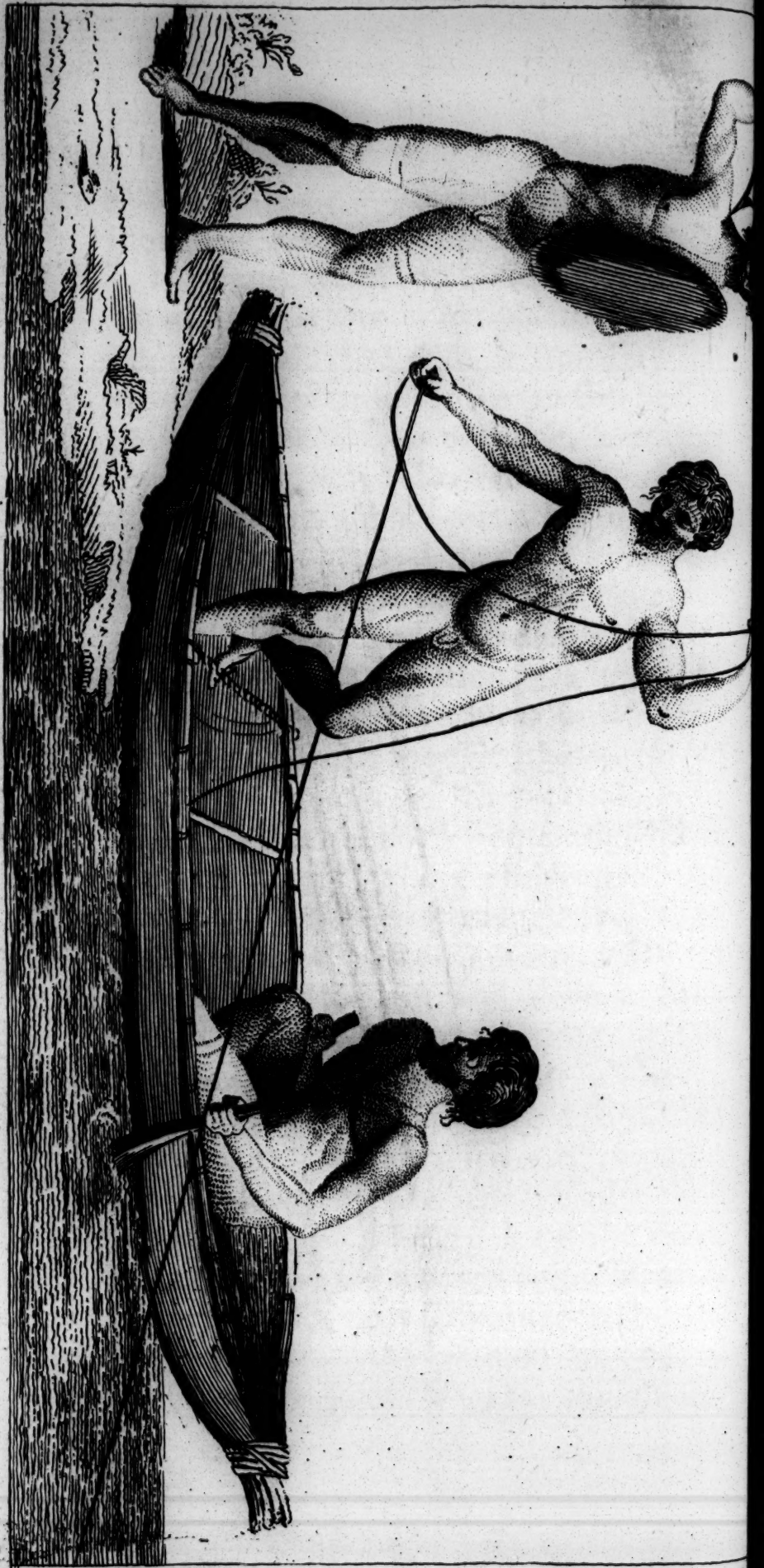
IX.

CHAP. falling from heights, which the rains at
IX. that time rendered inaccessible.

In this excursion some interviews with the natives took place. When the party first landed in Broken Bay several women came down to the beach with the men. One of these, a young woman, was very talkative and remarkably cheerful. This was a singular instance, for in general they are observed on this coast to be much less cheerful than the men, and apparently under great awe and subjection. They certainly are not treated with much tenderness, and it is thought that they are employed chiefly in the canoes, in which women have frequently been seen with very young children at the breast. The lively young lady, when she joined the party the second day in her canoe, stood up and gave a song which was far from unpleasing. The men very readily gave their assistance to the English in making a fire, and behaved in the most friendly manner. In a bay where Governor Phillip and his company landed to draw the seine, a number of the natives again came to them. It was now first observed by the Governor that the women in general had lost two joints from the middle finger



NATIVES OF BOTANY BAY.



ger of the left hand. As these appeared to be all married women, he at first conjectured this privation to be a part of the marriage ceremony; but going afterwards into a hut where were several women and children, he saw a girl of five or six years of age whose left hand was thus mutilated; and at the same time an old woman, and another who appeared to have had children, on both of whom all the fingers were perfect. Several instances were afterwards observed of women with child, and of others that were evidently wives, who had not lost the two joints, and of children from whom they had been cut. Whatever be the occasion of this mutilation, it is performed on females only; and considering the imperfection of their instruments, must be a very painful operation. Nothing has been seen in the possession of these people that is at all calculated for performing such an amputation, except a shell fixed to a short stick, and used generally for pointing their spears, or for separating the oysters from the rocks. More fingers than one are never cut; and in every instance

CHAP. IX. instance it is the same finger that has suffered.*

The men are distinguished in a different manner: their fingers are not mutilated, but most of them, as other voyagers have observed, want the right front tooth in the upper jaw. Governor Phillip having remarked this, pointed out to them that he had himself lost one of his front teeth, which occasioned a general clamour; and it was thought he derived some merit in their opinion from this circumstance. The perforation of the cartilage that divides the nostrils, and the strange disfiguring ornament of a long bone or stick thrust through it, was now observed, as described by Captain Cook; and the same appellation of *sprit-sail* yard, was ludicrously applied to it by the sailors. But several very old men were seen in this excursion who had not lost the tooth, nor had their noses prepared to receive

that

* In Patterfon's Travels in Africa, lately published, we are told, that he met with a tribe of Hottentots near Orange River, all of whom had lost the first joint of the little finger: the reason they gave for cutting it off was, that it was a cure for a particular sickness to which they were subject when young. *Fourth Journey*, p. 117. It would be a curious coincidence of customs should it be discovered that the natives of New Holland do it for any similar reason.

that grotesque appendage: probably, therefore, these are marks of distinction: ambition must have its badges, and where cloaths are not worn, the body itself must be compelled to bear them.

CHAP.

IX

Whether the scars raised upon the skin were of this kind, or as Captain Cook understood by their signs, marks of sorrow for deceased friends, could not now be learnt. They are of a very singular nature: sometimes the skin is raised from the flesh for several inches, appearing as if it were filled with wind, and forming a round surface of more than a quarter of an inch diameter. Their bodies are scarred in various parts, particularly about the breasts and arms, and frequently on the neck. Nor does the head always escape; one man in particular, putting aside the hair on the forepart of his head, showed a scar, and then pointing to one on the foot, and to others on different parts of the body, seemed to intimate that he thought himself much honoured by having these marks upon him from head to foot. The women did not appear equally forward to produce the mutilated finger; nor was it always possible to ascertain whether they had lost

CHAP. IX. **lost the joints, or not.** For though they made no attempt to secret themselves, nor seemed impressed with any idea that one part of the body more requires concealment than another, yet there was a shyness and timidity among them which frequently kept them at a distance. They never would approach so readily as the men, and sometimes would not even land from their canoes, but made signs that what was offered should be given to the men. We are not yet enough acquainted with the manners of the people to decide whether this reserve proceeds from the fears of the women; or from the jealousy of their husbands, by whom they are evidently kept in great subordination.

One of their modes of fishing was now observed: their hooks are made of the inside of a shell resembling mother of pearl. When a fish which has taken the bait is supposed to be too strong to be landed with the line, the canoe is paddled to shore, and while one man gently draws the fish along, another stands prepared to strike it with a spear: in this attempt they seldom fail.

When the southern branch of Broken Bay was first visited, the getting round the headland that separates the branch-

CHAP.
IX.
es, was attended with some difficulty, on account of very heavy squalls of wind, accompanied with rain. An attempt was made to land, where there proved not to be sufficient water for the boat. During this transaction, an old man and a youth were standing on the rocks where the boat was trying to approach. Having seen how much our men laboured to get under land, they were very solicitous to point out the deepest water. Afterwards they brought fire, and seemed willing to render any service in their power. Two of the officers suffered themselves to be conducted by the old man to a cave at some distance, but declined going in, though he invited them by all the signs he could invent. This was rather unfortunate, as the rain was falling very violently, and the cave was found next day sufficiently large to have sheltered the whole party. The old man certainly took great pains to make this understood, but the motive of his earnestness unluckily was mistaken, and his visitors suffered for their suspicions. He afterwards assisted in clearing away the bushes, and making preparations for the people to sleep on shore, and next morning was rewarded with presents for

CHAP. for his very friendly behaviour. ^{IX.} Two days afterwards, when Governor Phillip returned to the same spot, the old man met him with a dance and a song of joy. His son was with him, and several of the natives; a hatchet was given them and other presents, and as the Governor was to return next day to Port Jackson, it was hoped that the friendship thus begun, and so industriously cultivated, would have continued firm. But as soon as it was dark, the old man stole a spade, and was caught with it in his hand. Governor Phillip thought it necessary, on this occasion, to shew some tokens of displeasure, and therefore when the delinquent approached, he gave him two or three slight slaps on the shoulder, and then pushed him away, at the same time pointing to the spade. This gentle chastisement at once destroyed their friendship. The old man immediately seized a spear, and coming close up to the Governor, poised it, and seemed determined to strike. But seeing that his threats were disregarded, (for his antagonist chose rather to risk the effects of his anger than to fire upon him) or perhaps dissuaded by something the other natives said, in a few moments he dropped the spear and

went

went away. It was impossible not to be struck with the courage displayed by him on this occasion, for Governor Phillip at the time was not alone, but had several officers and men about him. From this and other similar events, personal bravery appears to be a quality in which the natives of New South Wales are not by any means deficient. The old man returned the next morning with many other natives, but in order to convince him of his fault, he was less noticed than his companions, who were presented with hatchets and various other articles.

CHAP.
IX.

It was now the 9th of March, and Governor Phillip returned to Port Jackson: having gained some useful knowledge of the country, and maintained an intercourse with the natives without departing from his favourite plan of treating them with the utmost kindness. He had endeavoured at the same time to gain their confidence, if possible, and secure their friendship. If these humane endeavours were afterwards rendered fruitless by the wanton profligacy of some depraved individuals, however he might regret it, he could have no reason to reproach himself.

March 9,
1788.

H

The

CHAP.

IX.

The rain, which was almost constant, prevented the Governor from returning by land, which otherwise he meant to have done, for the sake of exploring a part of the country which appeared to be good and free from timber.

CHAP.

CHAPTER X.

Departure of the French ships—Death of M. Le Receveur—Return of the Supply from Norfolk Island—Description of that Place—Howe Island discovered.

ON the 10th of March, the French CHAP. X. ships sailed from Botany Bay. M. De la Peyrouse during his stay there had set up two long boats, the frames of which he had brought with him from Europe. There had not been much intercourse between the French and English in this interval: both being too busily employed to waste their time in parties of pleasure. Captain Clonard had waited on Governor Phillip with the letters which were to be forwarded to the French ambassador; and a few of the English officers had gone over by land about the same time to pay a visit in Botany Bay; both parties were of course received with politeness and hospitality. Some few of the convicts contrived to abscond, and endeavoured

March
10, 1788.

CHAP. to get admitted into the French ships,
 X. but were, with great propriety, re-
 jected. Those vessels returned towards
 the north, where they were to make
 another voyage.

During the stay of M. De la Peyrouse in Botany Bay, Father Le Receveur, who had come out in the *Astro-labe* as a naturalist, died. His death was occasioned by wounds which he received in the unfortunate rencounter at the Navigator's Islands. A slight monument was erected to his memory, with the following inscription.

Hic jacet LE RECEVEUR,
 E. F. F. Minimis Galliae Sacerdos,
 Physicus in circumnavigatione
 Mundi,
 Duce DE LA PEYROUSE,
 Ob. 17. Feb. 1788.

The monument being soon after destroyed by the natives, Governor Philip caused the inscription to be engraved on copper, and affixed to a neighbouring tree. M. De la Peyrouse had paid a similar tribute of respect to the memory of Captain Clerke, at the harbour of St. Peter and Paul in Kamtschatka.

March
 19th,
 1788,

On the 19th of this month, Lieutenant Ball arrived in the *Supply* from Norfolk

Norfolk Island. He had made that island on the 29th of February, but was five days off the coast before a place could be found at which it was possible to land the stores and provisions. So completely do the rocks surround the island, that it was not easy to find a place even to land a man. At length, however, they succeeded, having discovered at the south-west end, a small opening in a reef that runs across a bay. Here the people, provisions and stores were all put on shore in perfect safety. The Commandant wrote in high spirits at the promising appearance of his new territory; and subsequent accounts have proved, that the opinion he then formed was not erroneous. He described Norfolk Island as one entire wood, or rather as a garden overrun with the noblest pines, in straightness, size, and magnitude, far superior to any he had ever seen. Nothing can exceed the fertility of its soil. Wherever it has been since examined, a rich black mould has been found to the depth of five or six feet: and the grain and garden seeds which have been sown, such only excepted as were damaged in the carriage, or by the weevil, have vegetated

CHAP.

X.

CHAP. tated with the utmost luxuriance. To
X. prevent repetitions, it may perhaps be
best to unite in this place the accounts
which have been received of this
island, though many of them will
easily be perceived to be greatly poste-
rior to this first return of the Supply.

Norfolk Island is about seven leagues
in circumference, and if not originally
formed, like many other small islands,
by the eruption of volcanic matter
from the bed of the sea, must doubt-
less have contained a volcano. This
conclusion is formed from the vast
quantity of pumice stone which is
scattered in all parts of it, and mixed
with the soil. The crater, or at least
some traces of its former existence,
will probably be found at the summit
of a small mountain, which rises near
the middle of the island. To this
mountain the Commandant has given
the name of *Mount Pitt*. The island
is exceedingly well watered. At, or
near Mount Pitt, rises a strong and
copious stream, which flowing through
a very fine valley, divides itself into
several branches, each of which retains
sufficient force to be used in turning
mills: and in various parts of the
island

island excellent springs have been discovered. CHAP. X.

The climate is pure, salubrious, and delightful, preserved from oppressive heats by constant breezes from the sea, and of so mild a temperature throughout the winter, that vegetation continues there without interruption, one crop succeeding another. Refreshing showers from time to time maintain perpetual verdure; not indeed of grass, for none has yet been seen upon the island, but of the trees, shrubs, and other vegetables which in all parts grow abundantly. On the leaves of these, and of some kinds in particular, the sheep, hogs, and goats, not only live, but thrive and fatten very much. To the salubrity of the air every individual in this little colony can bear ample testimony, from the uninterrupted state of good health which has been in general enjoyed.

When our settlers landed, there was not a single acre clear of wood in the island, and the trees were so bound together by that kind of creeping shrub called supple jack, interwoven in all directions, as to render it very difficult to penetrate far among them. The Commandant, small as his numbers

CHAP.

X.

bers were at first, by indefatigable activity soon caused a space to be cleared sufficient for the requisite accommodations, and for the production of esculent vegetables of all kinds in the greatest abundance. When the last accounts arrived, three acres of barley were in a very thriving state, and ground was prepared to receive rice and Indian corn. In the wheat there had been a disappointment, the grain that was sown having been so much injured by the weevil, as to be unfit for vegetation. But the people were all at that time in commodious houses; and, according to the declarations of Mr. King himself, in his letters to Governor Phillip, there was not a doubt that this colony would be in a situation to support itself entirely without assistance, in less than four years: and with very little in the intermediate time. Even two years would be more than sufficient for this purpose, could a proper supply of black cattle be sent.

Fish are caught in great plenty, and in the proper season very fine turtle. The woods are inhabited by innumerable tribes of birds, many of them very gay in plumage. The most useful

ful are pigeons, which are very numerous, and a bird not unlike the Guinea fowl, except in colour, (being chiefly white,) both of which were at first so tame as to suffer themselves to be taken by hand. Of plants that afford vegetables for the table, the chief are cabbage palm, the wild plantain, the fern tree, a kind of wild spinage, and a tree which produces a diminutive fruit, bearing some resemblance to a currant. This, it is hoped, by transplanting and care, will be much improved in size and flavour.

CHAP.
X.

But the productions which give the greatest importance to Norfolk Island are the pines and the flax plant, the former rising to a size and perfection unknown in other places, and promising the most valuable supply of masts and spars for our navy in the East Indies; the latter not less estimable for the purposes of making sail-cloth, cordage, and even the finest manufactures; growing in great plenty, and with such luxuriance as to attain the height of eight feet.* The pines measure

* The flax plant is thus described in Captain Cook's first voyage, as found at New Zealand.
" There is, however, a plant that serves the inhabitants

CHAP. sure frequently one hundred and sixty,
 X. or even one hundred and eighty feet in
 height, and are sometimes nine or ten
 feet in diameter at the bottom of the
 trunk. They rise to about eighty feet
 without a branch; the wood is said to
 be of the best quality, almost as light
 as that of the best Norway masts; and
 the turpentine obtained from it is re-
 markable for purity and whiteness.
 The fern tree is found also of a great
 height for its species, measuring from
 seventy to eighty feet, and affords ex-
 cellent food for the sheep and other
 small

tants instead of hemp and flax, which excels all that are put to the same purposes in other countries. Of this plant there are two sorts; the leaves of both resemble those of flags, but the flowers are smaller and their clusters more numerous; in one kind they are yellow, and in the other a deep red. Of the leaves of these plants, with very little preparation, they make all their common apparel; and of these they also make their strings, lines, and cordage for every purpose, which are so much stronger than any thing we can make with hemp, that they will not bear a comparison. From the same plant, by another preparation, they draw long slender fibres which shine like silk, and are as white as snow: of these, which are also surprizingly strong, the finer cloths are made; and of the leaves, without any other preparation than splitting them into proper breadths and tying the strips together, they make their fishing nets; some of which, as I have before remarked, are of an enormous size." It is added, that it is found in every kind of soil. It is perennial, and has a bulbous root. Some of the roots have lately been sent to England.

small cattle. A plant producing pepper, and supposed to be the true oriental pepper, has been discovered lately in the island, growing in great plenty; and specimens have been sent to England, in order to ascertain this important point. CHAP. X.

The chief disadvantage experienced by those who are sent to Norfolk Island, is the want of a good landing place. The bay which has been used for this purpose is inclosed by a reef of coral rock, through which there is a passage only for a boat; and during the tide of flood, when the wind is westerly, the landing is rather dangerous. In one of the debarkations a midshipman, who was ordered to lie within the reef, that he might attend the boats coming to shore, imprudently suffered his own boat to drive into the surf, and was lost, with four men. He had been once before overfet in consequence of a similar inattention, and then had lost one man. On the coast of the island are several small bays, and there are still hopes that a better landing place may be discovered; but the necessity of employing all the men in sheltering themselves and the stores from the weather, or in clearing ground

CHAP. ground for various purposes, has hitherto prevented Mr. King from sending out any persons to complete the examination. Should this enquiry prove unsuccessful, it is proposed to attempt the blowing up of one or two small rocks, by which the reef is rendered dangerous. If this expedient also should fail, the evil must be borne with patience. In summer the landing will generally be sufficiently secure; and seamen, who have seen the bay of Riga, in the Baltic, declare, that it will at all times be safer for a ship to load with masts and spars at Norfolk Island, than in that place, where so many ships are freighted yearly.

Rats are the only quadrupeds which have been found in this island; and from these, as well as from the ants, it was feared the crops might suffer; but no great inconvenience has yet been experienced from them; and proper exertions seldom fail in a short time to reduce the number of such enemies, enough to make their depredations very inconsiderable. On the whole, Norfolk Island certainly deserves to be considered as an acquisition of some importance, and is likely to answer even the most sanguine expectations.

Some

Some canoes have been found on the rocks, which were supposed to have been driven from New Zealand; but the appearance of a fresh cocoa nut and a small piece of manufactured wood, which seemed to have been only a small time in the water, has lately suggested an idea that probably some inhabited island may lie at no great distance. There has not been as yet any opportunity to determine whether this opinion be well founded or not.

A small island, but entirely uninhabited, was discovered by Lieutenant Ball in his passage to Norfolk Island. In his return he examined it, and found that the shore abounded with turtle, but there was no good anchorage. He named it *Lord Howe Island*. It is in $31^{\circ} 36'$ south latitude, and 159° east longitude. Part of this island being very high may be seen at the distance of sixteen leagues, and a rock to the south-east of it, may be discerned even at eighteen leagues. In latitude $29^{\circ} 25'$ south, longitude $159^{\circ} 59'$ east, a very dangerous reef has since been seen. The ship from which it was observed was then four leagues to the southward, and it could not at that time

CHAP.
X.

CHAP. time be ascertained how far it extends
X. to the northward.

To expedite the cultivation of Norfolk Island a fresh detachment was sent thither in October, consisting of an officer and eight marines, with thirty convicts, consisting of ten women and twenty men: Thus, there existed on this islet, when the last accounts were transmitted, forty-four men and sixteen women, who, having eighteen months provisions, lived comfortably on this sequestered spot, under the prudent management of a youthful ruler, of whose busy life the reader may wish to know all the particulars, which at present can be authentically told.

Philip Gidley King, who had the honour to conduct the original settlers to Norfolk Island, was born at Launceston in Cornwall, on the 23d of April, 1758. He is the son of Philip King, of that town, draper, who married the daughter of John Gidley, of Exeter, attorney at law. Much as he owes to his parents, he is indebted for his scholastic learning to Mr. Bailey at Yarmouth. He derives, probably, some advantages from making an early choice of his profession. At the age of twelve,

twelve, he went to the East Indies on board the *Swallow* frigate, Captain Shirley, by whom he was rated a midshipman. From this station he returned to England, at the end of five years, with much knowledge of his business, and some acquaintance with the world. In 1775, he entered upon real service; and has continued in active employment from that period to this great epoch of his life. He went to Virginia with Captain Bellew, in the *Liverpool*, during the year 1775; with whom he continued till the shipwreck of that frigate in Delaware Bay. And having entered on board the *Princess Royal*, in October 1778, he was made a Lieutenant by Admiral Byron, in the *Renown*, on the 26th of November following. He returned to England in the subsequent year; and served in the Channel on board the *Kite* cutter, and *Ariadne* frigate, till the beginning of 1783. With Captain Phillip he went to the East Indies, as Lieutenant of the *Europe*, in January 1783; from whence he returned on the restoration of complete peace, in May 1784. In this service it was, that Phillip and King became acquainted with the merit of each other. And

when

CHAP.

X.

CHAP. when the expedition to New South
 X. Wales was projected, King was ap-
 pointed Lieutenant of the Sirius, on
 the 25th of October, 1786, at the
 same time that Phillip was nominated
 Commander of the voyage.

CHAP.

CHAPTER XI.

Three of the transports cleared—Two excursions made into the country, on the fifteenth of April, and on the twenty-second—Huts of the natives—Sculpture, and other particulars.

ON the 25th of March, the Charlotte, Lady Penrhyn, and Scarborough transports, having been cleared of all their stores, were discharged from government service, and left at liberty to proceed for China, whenever their commanders should think proper. The other ships were of necessity detained till the store-houses could be finished.

CHAP.
XI.

March
25th,
1788.

The month of April was not distinguished by any events that deserve to be related, except two expeditions of Governor Phillip for the purpose of exploring the country. On the first of these excursions he set out on the 15th with provisions for four days; attended by several officers, and a small party of marines. They landed at the head of

April
15th,
1788.

I

a small

CHAP. a small cove, called Shell Cove, near
XI. the entrance of the harbour on the
north side. Proceeding in this direction they arrived at a large lake, which they examined, though not without great labour. It was surrounded by a considerable extent of bog and marshy ground, in which, in the course of their progress, they were frequently plunged up to the waist. On this lake they first observed a black swan, which species, though proverbially rare in other parts of the world, is here by no means uncommon, being found on most of the lakes. This was a very noble bird, larger than the common swan, and equally beautiful in form. On being shot at, it rose and discovered that its wings were edged with white: the bill was tinged with red.

In three days, with great difficulty, they passed the swamps and marshes which lie near the harbour. Nothing can more fully point out the great improvement which may be made by the industry of a civilized people in this country, than the circumstances of the small streams which descend into Port Jackson. They all proceed from swamps produced by the stagnation of the water after rising from the springs.
When

When the obstacles which impede CHAP.
their course can be removed, and free XI.
channels opened through which they
may flow, the adjacent ground will
gradually be drained, and the streams
themselves will become more useful;
at the same time habitable and salubri-
ous situations will be gained in places
where at present perpetual damps pre-
vail, and the air itself appears to stag-
nate.

On leaving these low grounds, they
found them succeeded by a rocky and
barren country. The hills were cover-
ed with flowering shrubs, but by means
of various obstacles the ascending and
descending was difficult, and in many
parts impracticable. At the distance of
about fifteen miles from the sea-coast
Governor Phillip obtained a very fine
view of the inland country and its
mountains, to several of which he now
gave names. The most northern of
them he named Carmarthen Hills, the
most southern Lansdown Hills; one
which lay between these was called
Richmond Hill. From the manner in
which these mountains appeared to rise,
it was thought almost certain that a
large river must descend from among
them. But it was now necessary to re-

CHAP. turn without making any further ex-
 XI. amination.

April 22,
 1788.

On the 22d another excursion of the same kind was undertaken: Governor Phillip landed with his party near the head of the harbour. Here they found a good country, but in a short time arrived at a very close cover; and after passing the chief part of the day in fruitless attempts to make their way through it, were obliged to relinquish the attempt, and return. The next day, by keeping close to the banks of a small creek for about four miles, they contrived to pass the cover, and for the three succeeding days continued their course to the westward. The country through which they travelled was singularly fine, level, or rising in small hills of a very pleasing and picturesque appearance. The soil excellent, except in a few small spots where it was stony. The trees growing at the distance of from twenty to forty feet from each other, and in general entirely free from underwood, which was confined to the stony and barren spots. On the fifth day they ascended a small eminence, whence, for the first time in this second expedition, they saw Carmarthen and Lansdown Hills. The country round this hill

hill was so beautiful, that Governor CHAP.
Phillip gave it the name of *Belle-vue*. XI.

They were still apparently thirty miles from the mountains which it had been their object to reach, and not having found it practicable, with the tents, arms, and other necessaries, to carry more than six days provisions, were obliged to return. Even with this small stock, the officers as well as men, had been under the necessity of carrying heavy loads. Water for the use of the day was always taken; for though it happened in every instance that pools of water were found which had remained after the rains, yet this was a supply on which they could not previously depend. The extraordinary difficulty of penetrating into this country had now been fully experienced; where unexpected delays from deep ravines and other obstacles, frequently force the traveller from his direct course, and baffle every conjecture concerning the time required for passing a certain tract. The utmost extent of this excursion in a direct line had not been more than thirty miles, and it had taken up five days. The return of the party was effected with much more ease; the track was made, and the trees marked the

CHAP. the whole way where they had passed;
XI. with these assistances they reached their
boats in a day and a half.

It was still the general opinion that the appearance of the country promised the discovery of a large river in that district, whenever the line now taken could be fully pursued. Another expedition was therefore planned, in which it was determined, if possible, to reach either Lansdown or Carmarthen Hills: and the hope of so important a discovery as that of a river made every one anxious to go, notwithstanding the great fatigue with which these undertakings were attended. But this design was for the present unavoidably deferred. Governor Phillip, who had not been perfectly well even at the time of setting out on the excursion to Broken Bay, had then contracted a severe pain in his side, by sleeping frequently on the wet ground. This complaint had in the two last journies received so much increase, that he found it absolutely necessary to allow himself the respite of a few weeks, before he again encountered so much fatigue.

The country explored in this last journey was so good and so fit for the purposes of cultivation, that the Governor



R. Clendinning del.

VIEW OF A HUT IN NEW SOUTH WALES.

W. Eggleston sc.



vernor resolved to send a detachment to settle there, as soon as a sufficient number could be spared from works of more immediate necessity. But notwithstanding the goodness of the soil it is a matter of astonishment how the natives, who know not how to avail themselves of its fertility, can subsist in the inland country. On the coast fish makes a considerable part of their food, but where that cannot be had, it seems hardly possible that with their spears, the only missile weapon yet observed among them, they should be able to procure any kind of animal food. With the assistance of their guns the English gentlemen could not obtain, in the last six days they were out, more than was barely sufficient for two meals. Yet, that these parts are frequented by the natives was undeniably proved by the temporary huts which were seen in several places. Near one of these huts the bones of a kangaroo were found, and several trees were seen on fire. A piece of a root resembling that of the fern tree was also picked up by Governor Phillip; part of this root had been chewed, and so recently that it was thought it could not have been left many minutes. It seemed evident by

CHAP.

XI.

by several marks, that the natives had only fled at the approach of the English party, but so effectually did they conceal themselves that not one was seen.

The number of the natives in these inland parts must, however, be very small. Whether these reside by choice where they must encounter so many difficulties, or whether they are driven from the society of those who inhabit the coast, has not yet been discovered. The huts seen here consisted of single pieces of bark, about eleven feet in length, and from four to six in breadth, bent in the middle while fresh from the tree, and set up so as to form an acute angle, not a little resembling cards set up by children. It was conjectured, that the chief use of these imperfect structures might be, to conceal them from the animals for which they must frequently be obliged to lie in wait. They may also afford shelter from a shower of rain to one or two who sit or lie under them. The bark of many trees was observed to be cut into notches, as if for the purpose of climbing; and in several there were holes, apparently the retreat of some animal, but enlarged by the natives for the purpose of catching the inhabitant. The

enlargement

enlargement of these holes with their imperfect instruments, must itself be a work of time, and must require no little patience. In some places, where the hole was rather too high to be reached from the ground, boughs of trees were laid to facilitate the ascent. The animals that take refuge in those places are probably the squirrel, the opossum, or the kangaroo-rat. At the bottom of one of these trees, the skin of a flying squirrel was found.

In many places fires had lately been made; but in one only were seen any shells of oysters or muscles, and there not more than half a dozen. Fish-bones were not found at all, which seems to prove, that in their journeys inland these people do not carry with them any provisions of that kind. Kangaroos were frequently seen, but were so shy that it was very difficult to shoot them. With respect to these animals, it is rather an extraordinary circumstance, that, notwithstanding their great shyness, and notwithstanding they are daily shot at, more of them are seen near the camp than in any other part of the country. The kangaroo, though it resembles the jerboa in the peculiarity of using only the hinder legs in progression,

CHAP.

XI.

gression, does not belong to that genus. The pouch of the female, in which the young are nursed, is thought to connect it rather with the opossum tribe. This extraordinary formation, hitherto esteemed peculiar to that one genus, seems, however, in New Holland not to be sufficiently characteristic: it has been found both in the rat and the squirrel kind. The largest kangaroo which has yet been shot weighed about one hundred and forty pounds. But it has been discovered that there are two kinds, one of which seldom exceeds sixty pounds in weight: these live chiefly on the high grounds; their hair is of a reddish cast, and the head is shorter than in the larger sort. Young kangaroos which have been taken, have in a few days grown very tame, but none have lived more than two or three weeks. Yet it is still possible that when their proper food shall be better known, they may be domesticated. Near some water, in this journey, was found the dung of an animal that fed on grass, which, it was supposed, could not have been less than a horse. A kangaroo, so much above the usual size, would have been an extraordinary phenomenon, though no larger animal has yet been

been seen, and the limits of growth in CHAP. XI.
 that species are not ascertained. The
 tail of the kangaroo, which is very
 large, is found to be used as a weapon
 of offence, and has given such severe
 blows to dogs as to oblige them to desist
 from pursuit. Its flesh is coarse and
 lean, nor would it probably be used for
 food, where there was not a scarcity of
 fresh provisions. The disproportion
 between the upper and lower parts of
 this animal is greater than has been
 shown in any former delineations of
 it.

The dimensions of a stuffed kangaroo in the possession of Mr. Nepean, are these :

Length from the point of the nose	f. in.
to the end of the tail, -	6 1
_____ of the tail, - -	2 1
_____ head, -	0 8
_____ fore legs, -	1 0
_____ hinder legs, -	2 8
Circumference of the forepart, by	
the legs, - - -	1 1
_____ lower parts,	3 2

The middle toe of the hind feet is remarkably long, strong and sharp.

The

CHAP. The natives of New South Wales,
XI. though in so rude and uncivilized a
state as not even to have made an attempt towards clothing themselves, notwithstanding that at times they evidently suffer from the cold and wet, are not without notions of sculpture. In all these excursions of Governor Phillip, and in the neighbourhood of Botany Bay and Port Jackson, the figures of animals, of shields, and weapons, and even of men, have been seen carved upon the rocks, roughly indeed, but sufficiently well to ascertain very fully what was the object intended. Fish were often represented, and in one place the form of a large lizard was sketched out with tolerable accuracy. On the top of one of the hills, the figure of a man in the attitude usually assumed by them when they begin to dance, was executed in a still superior style. That the arts of imitation and amusement, should thus in any degree precede those of necessity, seems an exception to the rules laid down by theory for the progress of invention. But perhaps it may better be considered as a proof that the climate is never so severe as to make the provision of covering or shelter a matter of absolute necessity.

cessity. Had these men been exposed to a colder atmosphere, they would doubtless have had clothes and houses, before they attempted to become sculptors.

CHAP.

XI.

In all the country hitherto explored, the parties have seldom gone a quarter of a mile without seeing trees which had been on fire. As violent thunder storms are not uncommon on this coast, it is impossible that they may have been burnt by lightning, which the gum-tree is thought particularly to attract; but it is probable also that they have been set on fire by the natives. The gum-tree is highly combustible, and it is a common practice with them to kindle their fires at the root of one of these trees. When they quit a place they never extinguish the fire they have made, but leave it to burn out, or to communicate its flames to the tree, as accidental circumstances may determine.

Governor Phillip, on his return from this excursion, had the mortification to find that five ewes and a lamb had been killed very near the camp, and in the middle of the day. How this had happened was not known, but it was conjectured that they must have been killed by

CHAP. by dogs belonging to the natives. The
 XI. loss of any part of the stock of cattle
 was a serious misfortune, since it must
 be a considerable time before it could
 be replaced. Fish affords, in this place,
 only an uncertain resource: on some
 days great quantities are caught, though
 not sufficient to save any material part
 of the provisions; but at times it is
 very scarce. An account of the live
 stock at this time in the settlement is
 subjoined to this chapter.

The three transports bound to China, sailed the 5th, 6th, and 8th of May; and the Supply having been caulked, sailed on the 6th to Lord Howe Island for turtle, in hopes of giving some check to the scurvy, with which the people were still so much affected that near two hundred were incapable of work.

From the great labour which attended the clearing of the ground it proved to be impracticable to sow at present more than eight or ten acres with wheat and barley*: and it was apprehended that

* Besides what was sown by the Lieutenant Governor and other individuals, for the support of their own stock: to assist whom, the labour of the convicts was occasionally lent.

that even this crop would suffer from the depredations of ants and field mice. CHAP. XI.

In the beginning of May it was supposed, as it had been once or twice before, that the rainy season was set in; but in about a week the weather became fine again.

An

May 1st, 1788.

To whom belonging.	Stallions	Mares	Colts	Bulls	Cows	Sheep	Goats	Hogs	Pigs	Rabbits	Turkies	Geese	Ducks	Fowls	Chickens
Government.	1	2		2	2	ram 1 ewes 12 weathers 3	1	boar 1 cows 19							
Governor.		1	3		2	ewe 1 lamb 1		10		3	5	6	17	22	
Lieutenant Governor.							1	1	7		5	6	4	9	
Officers and men belonging to the detachment.					1		12	10	17	2	6	9	8	55	25
Staff.						11	5	7	1		2	6	6	36	62
Other individuals.								1							
Total	1	3	3	2	5	29	19	49	25	5	18	29	35	122	87

(Signed)

ANDREW MILLER, Commissary.

A VOYAGE TO

CHAPTER. XII.

The Supply returns from Lord Howe Island—Some convicts assaulted by the natives—excursion of Governor Phillip to Botany Bay by Land—interview with many natives—the fourth of June celebrated—some account of the climate.

ON the 25th of May, the Supply CHAP. XII.
tender returned from Lord Howe Island, but unfortunately without having been able to procure any turtle. She had met with squally weather, and had been obliged to cut away her best bower anchor, but suffered no other damage. The three transports bound for China had all appeared off the island while the Supply remained there.

May 25,
1788.

About this time one of the convicts who, in searching for vegetables, had gone a considerable way from the camp, returned very dangerously wounded in the back. He said, that

K

another

CHAP. XII. another man who had gone out for the same purpose, had been carried off by the natives in his fight, after having been wounded in the head. A shirt and hat were afterwards found, both pierced with spears, in one of the huts of the natives; but no intelligence of the man could be gained. There could be little doubt that the convicts had been the aggressors, though the man who returned strongly denied having given any kind of provocation.

30th
May,
1788.

On the thirtieth of May, two men who had been employed in collecting rushes for thatch at some distance from the camp, were found dead. One of them had four spears in his body, one of which had pierced entirely through it: the other had not any marks of violence upon him. In this case it was clearly proved that the first injury had been offered by the unfortunate men, who paid so dearly for their dishonesty and disobedience of orders; for they had been seen with a canoe, which they had taken from one of the fishing places. These events were much regretted by Governor Phillip, as tending entirely to the frustration of the plan he had so much at heart, of conciliating the affections of the natives, and

and establishing a friendly intercourse with them. CHAP. XII.

As the rush-cutters tools had been carried away, the Governor thought it might be possible to discover the natives who had been concerned in this unfortunate affray; and to make them understand that the conduct of their assailants had been entirely unwarranted, and was very highly disapproved. He judged the attempt to be at least worth making, as it seemed the only way to restore that confidence which must have been interrupted by this affair. The next day, therefore, he went out with a small party, consisting altogether of twelve persons, and landed at the place where the men were killed. After traversing the country for more than twenty miles, they arrived at the north shore of Botany Bay, without having met with one of the natives.

In this place, at length, they saw about twenty canoes employed in fishing: and when the fires were made, and the party encamped to pass the night upon the beach, it was fully expected that some of those in the canoes would have joined them, but not one appeared. The next morning, though

CHAP. XII. fifty canoes were drawn up on the beach, not a single person could be found belonging to them. Governor Phillip had now determined to return to Port Jackson; but as he went, keeping for some time near the sea-coast, he discovered a great number of the natives, apparently more than could belong to that district, assembled at the mouth of a cave. The party was within ten yards of them before they were perceived, and the Governor had hardly time to make his people halt before numbers appeared in arms. The man who seemed to take the lead, as he advanced made signs for the English to retire, but when he saw Governor Phillip approach alone, unarmed, and in a friendly manner, he gave his spear away and met him with perfect confidence. In less than three minutes the English party found itself surrounded by two hundred and twelve men; but nothing occurred in this transaction which could in the least confirm the idea, that the natives were accustomed to act with treachery, or inclined to take any cruel advantage of superiority in numbers. The moment the offered friendship was accepted on their side, they laid down their spears and stone

stone hatchets, and joined the party in the most amicable manner. Numbers of women and children remained at a small distance, some of whom the men afterwards brought down to receive the little articles which were offered as presents. Nothing was seen among these people which could at all prove that any of them had been engaged in the affray with the rush-cutters; and the Governor parted with them on the most friendly terms, but more convinced than ever of the necessity of treating them with a proper degree of confidence, in order to prevent disagreement. Had he gone up with all his party, or had he even hesitated a moment before he advanced himself, making the signals of friendship, a lance would probably have been thrown, after which nothing could have prevented a rencounter, which in such circumstances must have been fatal.

Here was seen the finest stream of water that had hitherto been discovered in the country, but the cove into which it runs lies very open to the sea. When the natives saw that the English were going forward towards the next cove, one of them, an old man, made signs that he might be allowed to go first.

He

CHAP. He did so, and as soon as he had ascended the hill, called out, holding up both his hands, (the usual signal of amity among these people) to signify to the natives in the next cove that they who were advancing were friends. The Governor's party did not, however, descend to that cove, but saw about forty men, so that, unless they had assembled themselves on some particular occasion, they must be more numerous in that part than had been before imagined. Governor Phillip had calculated before, from the parties he had seen, that in Botany Bay, Port Jackson, Broken Bay, and all the intermediate country, the inhabitants could not exceed one thousand five hundred. In crossing the hills at this time between Botany Bay and Port Jackson, smoke was seen on the top of Lansdown Hills, which seems to prove beyond a doubt, that the country is inhabited as far as those mountains, which are not less than fifty miles from the sea.

Further enquiries having given some reason to suppose, that one of the natives had been murdered, and several wounded, previously to the attack made upon the rush-cutters, Governor Phillip

Phillip on his return, proclaimed the reward of emancipation to any convict who should discover the aggressors. This step, if it did not in this instance procure any information, seemed likely to prevent such acts of violence in future.

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No very good fortune had hitherto attended the live stock belonging to the settlement, but the heaviest blow was yet to come. About this time the two bulls and four cows, belonging to Government, and to the Governor, having been left for a time by the man who was appointed to attend them, strayed into the woods, and though they were traced to some distance, never could be recovered. This was a loss which must be for some time irreparable.

The fourth of June was not suffered to pass without due celebration. It was a day of remission from labour, and of general festivity throughout the settlement. At sun-rise the Sirius and Supply fired each a salute of twenty-one guns, and again at one o'clock, when the marines on shore also saluted with three vollies. At sun-set the same honours were a third time repeated from the ships; large bonfires were
lighted,

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lighted, and the whole camp afforded a scene of joy. That there might not be any exception to the happiness of this day, the four convicts who had been reprieved from death, and banished to an island in the middle of the harbour, received a full pardon, and were sent for to bear their part in the general exultation. The Governor, in his letters, with that humanity which so strongly distinguishes his character, says, he trusts that on this day there was not a single heavy heart in this part of his Majesty's dominions. His own house was the centre of conviviality to all who could be admitted to that society, nor was any thing neglected which in such a situation could mark a day of celebrity, consistently with propriety and good order. Perhaps no birth-day was ever celebrated in more places, or more remote from each other, than that of his Majesty on this day.

It was now, it seems, first generally known, that the name of *Cumberland County* had been given by the Governor to this part of the territory. This name had been fixed before the assembling of the first courts, for the sake of preserving regularity in the form of the public

public acts, in which it is usual to name the county. The boundaries fixed for Cumberland County were, on the west, Carmarthen and Lansdown Hills: on the north, the northern parts of Broken Bay; and to the southward, the southern parts of Botany Bay. Thus including completely these three principal bays, and leaving the chief place of settlement at Sydney Cove nearly in the centre.

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On the 22d of June was a slight shock of an earthquake, which did not last more than two or three seconds. It was felt by most people in the camp, and by the Governor himself, who heard at the same time a noise from the southward, which he took at first for the report of guns fired at a great distance.

June 22d,

1788.

On the 24th, a convict who had absconded on the 5th, having been guilty of a robbery, returned into the camp almost starved. He had hoped to subsist in the woods, but found it impossible. One of the natives gave him a fish, and then made signs for him to go away. He said, that afterwards he joined a party of the natives, who would have burnt him, but that with some difficulty he made his escape; and he pretended to have seen the remains

June

24th,

1788.

of

CHAP. of a human body actually lying on a
XII. fire, but little credit can be given to reports from such a quarter. He was of opinion that the natives were at this time in great distress for food, and said, that he had seen four of them dying in the woods, who made signs for something to eat, as if they were perishing through hunger. It is certain that very little fish could be caught at this time, and the convict seemed desirous to suggest the notion that they supplied their necessities occasionally with human flesh; but there seems to be no good foundation for such an opinion. This man was tried for his offence, pleaded guilty, and suffered with another criminal.

It was now sufficiently ascertained, that though the necessity of subsisting so long chiefly upon salt provisions, and of remaining encamped in very wet weather had produced the scurvy, and other disorders common in such circumstances, the climate itself wherein this new settlement is fixed is mild and salubrious. Heavy rains had generally attended the changes of the moon during the winter months, but there had not been any time that could properly be called a rainy season. The clearing

clearing away of the woods will of course assist the circulation of air, and continually increase the healthfulness of the place. Violent storms of thunder and lightning sometimes happened, and Governor Phillip observed the variation of his thermometer, in the shade, to amount frequently to thirty-three degrees, between eight in the morning and two in the afternoon. The report of the surgeon at this time is subjoined.

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A Return

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A Return of Sick, &c. June 30, 1788.

Marines sick in the hospital	-	4
Convalescents in ditto	-	2
Marines sick in camp	-	18
Convalescents in ditto	-	6
Wives and children of marines	}	6
sick in ditto		
Total belonging to the battalion	}	36
under medical treatment		
Of marines dead from the time	}	1
of embarkation to landing		
Women ditto	-	1
Children ditto	-	1
Marines dead since landing	-	3
Women ditto	-	0
Children ditto	-	2
Total dead from the time of em-	}	8
barkation to the present date		
Convicts sick in the hospital	-	20
Convalescents in ditto	-	4
Convicts sick in camp	-	26
Convalescents in ditto	-	16
Total of convicts under medical	-	66
treatment		

Male

NEW SOUTH WALES.

141

Male convicts dead from the time }
of embarkation to landing } 36 CHAP.
XII.

Female convicts ditto - - - 4

Convicts children ditto - - - 5

45

Male convicts dead since landing 20

Female ditto - - - 8

Convicts children ditto - - - 8

Total dead, from the time of }
embarkation to the present } 81
date - - -

Convicts unfit for labour, from }
old age, infirmities, &c. - } 52

JOHN WHITE, Surgeon.

Sydney Cove,
Port Jackson.

CHAP.

CHAPTER XIII.

Particular description of Sydney Cove—Of the buildings actually erected—and of the intended town—A settlement made at the head of the harbour.

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THERE are few things more pleasing than the contemplation of order and useful arrangement, arising gradually out of tumult and confusion; and perhaps this satisfaction cannot any where be more fully enjoyed than where a settlement of civilized people is fixing itself upon a newly discovered or savage coast. The wild appearance of land entirely untouched by cultivation, the close and perplexed growing of trees, interrupted now and then by barren spots, bare rocks, or spaces overgrown with weeds, flowers, flowering shrubs, or underwood, scattered and intermingled in the most promiscuous manner, are the first objects that present themselves; afterwards, the irregular placing

placing of the first tents which are pitched, or huts which are erected for immediate accommodation, wherever chance presents a spot tolerably free from obstacles, or more easily cleared than the rest, with the bustle of various hands busily employed in a number of the most incongruous works, increases rather than diminishes the disorder, and produces a confusion of effect, which for a time appears inextricable, and seems to threaten an endless continuance of perplexity. But by degrees large spaces are opened, plans are formed, lines marked, and a prospect at least of future regularity is clearly discerned, and is made the more striking by the recollection of the former confusion.

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To this latter state the settlement at Sydney Cove had now at length arrived. Lines are there traced out which distinguish the principal street of an intended town, to be terminated by the Governor's house, the main guard, and the criminal court. In some parts of this space temporary barracks at present stand, but no permanent buildings will be suffered to be placed, except in conformity to the plan laid down. Should the town be still further extended

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ed in future, the form of other streets is also traced in such a manner as to ensure a free circulation of air. The principal streets, according to this design, will be two hundred feet wide; the ground proposed for them to the southward is nearly level, and is altogether an excellent situation for buildings. It is proposed by Governor Philip that when houses are to be built here, the grants of land shall be made with such clauses as will prevent the building of more than one house on one allotment, which is to consist of sixty feet in front, and one hundred and fifty feet in depth. These regulations will preserve a kind of uniformity in the buildings, prevent narrow streets, and exclude many inconveniences which a rapid increase of inhabitants might otherwise occasion hereafter. It has been also an object of the Governor's attention to place the public buildings in situations that will be eligible at all times, and particularly to give the storehouses and hospital sufficient space for future enlargement, should it be found necessary.

The first huts that were erected here were composed of very perishable materials, the soft wood of the cabbage palm,

palm, being only designed to afford immediate shelter. The necessity of using the wood quite green made it also the less likely to prove durable. The huts of the convicts were still more slight, being composed only of upright posts, wattled with slight twigs, and plastered up with clay. Barracks and huts were afterwards formed of materials rather more lasting. Buildings of stone might easily have been raised, had there been any means of procuring lime for mortar. The stone which has been found is of three sorts: A fine freestone, reckoned equal in goodness to that of Portland; an indifferent kind of sand stone, or firestone; and a sort which appears to contain a mixture of iron. But neither chalk, nor any species of lime-stone has yet been discovered. In building a small house for the governor on the eastern side of the Cove, lime was made of oyster shells, collected in the neighbouring coves; but it cannot be expected that lime should be supplied in this manner for many buildings, or indeed for any of great extent. Till this difficulty shall be removed by the discovery of chalk or lime-stone, the public buildings must

CHAP. go on very slowly, unless care be taken
XIII. to send out those articles as ballast in
all the ships destined for Port Jackson.
In the mean time the materials can only
be laid in clay, which makes it neces-
sary to give great thickness to the walls,
and even then they are not so firm as
might be wished. Good clay for bricks
is found near Sydney Cove, and very
good bricks have been made. The
wood from the specimens that have
been received in England, appears to
be good; it is heavy indeed, but fine
grained, and apparently strong, and
free from knots. The imperfections
that were found in it at first arose pro-
bably from the want of previous sea-
soning.

The hospital is placed on the west
side of the Cove, in a very healthful
situation, entirely clear of the town;
and is built in such a manner as to last
for some years. On the high ground
between the hospital and the town, if
water can be found by sinking wells, it
is the Governor's intention to erect the
barracks, surrounding them with pro-
per works. These were to have been
begun as soon as the transports were
cleared, and the men hutted, but the
progress

progress of work was rendered so slow by the want of an adequate number of able workmen, that it was necessary to postpone that undertaking for a time. The ground marked out for a church lies nearer to the town, so that this edifice will form in part one side of the principal parade. The design which demanded the most immediate execution was that of a storehouse, which might be secure from the danger of fire. In a country exposed to frequent storms of thunder and lightning, it was rather an uneasy situation to have all the provisions and other necessaries lodged in wooden buildings, covered with thatch of the most combustible kind. On the point of land that forms the west side of the Cove, and on an elevated spot, a small observatory has been raised under the direction of Lieutenant Dawes, who was charged by the Board of Longitude with the care of observing the expected comet. The longitude of this observatory is ascertained to be $159^{\circ} 19' 30''$ east from Greenwich, and the latitude $32^{\circ} 52' 30''$ south. A small house, built by the Lieutenant Governor for himself, forms at present the corner of the parade;

C. H. A. P.

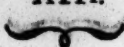
XIII.

rade; the principal street will be carried on at right angles with the front of this building. Instead of thatch, they now use shingles made from a tree in appearance like a fir, but producing a wood not unlike the English oak. This, though more secure than thatching, is not enough so for storehouses. For these, if slate-stone should not be found, tiles must be made of the clay which has been used for bricks. The principal farm is situated in the next cove to the east of the town, and less than half a mile from it. When the plan was drawn it contained about nine acres laid down in corn of different kinds. Later accounts speak of six acres of wheat, eight of barley, and six of other grain, as raised on the public account, and in a very promising way.

Sydneycove lies open to the north-east, and is continued in a south-west direction for near a thousand yards, gradually decreasing from the breadth of about one thousand four hundred feet, till it terminates in a point, where it receives a small stream of fresh water. The anchorage extends about two thousand feet up the cove, and has soundings in general of four fathoms near the shore,

and

and five, six, or seven, nearer the middle of the channel. It is perfectly secure in all winds; and for a considerable way up on both sides, ships can lie almost close to the shore: nor are there, in any part of it, rocks or shallows to render the navigation dangerous. Such a situation could not fail to appear desirable to a discerning man, whose object it was to establish a settlement, which he knew must for some time depend for support on the importation of the principal necessities of life.

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It is supposed that metals of various kinds abound in the soil on which the town is placed. A convict, who had formerly been used to work in the Staffordshire lead mines, declared very positively, that the ground which they were now clearing, contains a large quantity of that ore: and copper is supposed to lie under some rocks which were blown up in sinking a cellar for the public stock of spirituous liquors. It is the opinion of the Governor himself that several metals are actually contained in the earth hereabouts, and that mines may hereafter be worked to great advantage: but at present he strongly discourages any search of this kind, very judiciously discerning, that in the present situation

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situation of his people, which requires so many exertions of a very different nature, the discovering of a mine would be the greatest evil that could befall the settlement. In some places where they dug, in making wells, they found a substance which at first was taken for a metal, but which proving perfectly refractory in a very strong and long continued heat, has since been concluded to be black lead. The kind of pigment called by painters Spanish brown, is found in great abundance, and the white clay with which the natives paint themselves is still in greater plenty. The Abbe le Receveur was of opinion, that this clay, if cleared from the sand, which might easily be separated, would make excellent porcelain.

The climate at Sydney Cove is considered, on the whole, as equal to the finest in Europe. The rains are not ever of long duration, and there are seldom any fogs: the soil, though in general light, and rather sandy in this part, is full as good as usually is found so near the sea-coast. All the plants and fruit trees brought from Brasil and the Cape, which were not damaged in the passage, thrive exceedingly; and vegetables have now become plentiful,
both

both the European sorts and such as CHAP.
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are peculiar to this country. In the Governor's garden are excellent cauliflowers, and melons very fine of their kinds. The orange trees flourish, and the fig trees and vines are improving still more rapidly. In a climate so favourable, the cultivation of the vine may doubtless be carried to any degree of perfection; and should not other articles of commerce divert the attention of the settlers from this point, the wines of New South Wales may, perhaps, hereafter be sought with avidity, and become an indispensable part of the luxury of European tables.

The rank grass under the trees, unfortunately proved fatal to all the sheep purchased by Governor Phillip, on his own and on the public account. Those which private individuals kept close to their own tents, and fed entirely there, were preserved. Hogs and poultry not only thrive but increase very fast; black cattle will doubtless succeed as well, and it will be easy in future to secure them from straying. The horses have not met with any accident.

The last dispatches from Governor Phillip bring an account of his having sent a small detachment up to that ground

CHAP. ground at the upper end of Port Jackson, which he discovered in one of his
XIII. excursions to be so highly fit for cultivation. This party consisted of a captain, two lieutenants of marines, with twenty-five non-commissioned officers and privates: about fifty convicts were added as labourers. This spot is very pleasant, and has been named by the Governor *Rose-hill*. The flax-plant, which was seen at the first arrival of our people, has not been found since in any great abundance. A most ample supply of this valuable article may, however, always be obtained from Norfolk Island. Governor Phillip, when he judged the seeds to be ripe, ordered them to be collected, but at that time very few of the plants were found, and not any in the places where the greatest quantity had been seen. It is thought that the natives pull up the plant when it is in flower to make their fishing lines.

On the whole, notwithstanding the difficulties and disadvantages at first experienced, which, though great, were not more than must naturally be expected to occur in such an undertaking; notwithstanding the sicknesses which from various causes prevailed for some time

time among the people, the settlement at Sydney Cove wore a very promising aspect at the time when the last accounts were sent; and there can be no doubt that it will be found hereafter fully to answer every expectation which was formed when the design was projected. The scantiness of the streams of fresh water was thought at first unfavourable, but good springs have since been found by digging. The house built for Governor Phillip stands about sixty-six feet above high-water mark, and there, by sinking a well about fifteen feet in the rock, an excellent spring of pure water has been obtained.

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XIII.

CHAPTER XIV.

Fish violently seized by the natives—Another expedition of the Governor—Further account of the manners and manufactures of the native inhabitants of New South Wales—Difficulty of obtaining any intercourse.

CHAP.
XIV.

July 9th,
1788.

ON the ninth of July, an effort was made by a party of natives, which seems to indicate that they were still distressed for provisions, or that they very highly resent the incroachments made upon their fishing places. A general order had been issued to those sent out on fishing parties, to give a part of what was caught to the natives if they approached, however small the quantity taken might be; and by these means they had always been sent away apparently satisfied. But on this day, about twenty of them, armed with spears, came down to the spot where our men were fishing, and without any

previous

previous attempt to obtain their purpose by fair means, violently seized the greatest part of the fish which was in the seine. While this detachment performed this act of depredation, a much greater number stood at a small distance with their spears poised, ready to have thrown them if any resistance had been made. But the cockswain who commanded the fishing party, very prudently suffered them to take away what they chose, and they parted on good terms. This is the only instance in which these people have attempted any unprovoked act of violence, and to this they probably were driven by necessity. Since this transaction, an officer has always been sent down the harbour with the boat.

Governor Phillip went out about this time with a small party, to examine the land between Port Jackson and Broken Bay. Here were found many hundred acres of land, free from timber, and very fit for cultivation. He proceeded as far as Pitt Water, and saw several of the natives, but none of them chose to approach. When the party returned to the boats near the mouth of the harbour, about sixty of these

CHAP. these people, men, women and children, were assembled there. Some
XIV. hours were passed with them in a peaceful and very friendly manner, but though in all this time they discovered no uneasiness, they seemed best pleased when their visitors were preparing to depart. This has always been the case, since it has been known among them that our people intend to remain on the coast. Many of the women were employed at this time in fishing, a service which is not uncommonly performed by them, the men being chiefly occupied in making canoes, spears, fish-gigs, and the other articles that constitute their small stock of necessary implements. Two women were here observed to be scarred on the shoulders like the men; this was the first instance in which they had been seen so marked.

The sailors who waited on the beach to take care of the boat saw about two hundred men assembled in two parties, who after some time drew themselves up on opposite sides, and from each party men advanced singly and threw their spears, guarding themselves at the same time with their shields. This seemed at first to be merely a kind of exercise,

exercife, for the women belonging to both parties remained together on the beach; afterwards it had a more serious aspect, and the women are faid to have run up and down in great agitation uttering violent shrieks. But it was not perceived that any men were killed.

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As it had been fupposed that many of the natives had left this part of the coaft, on account of the great fcarcity of fifh, the different coves of the harbour were examined in one day. At this time, not more than fixty-feven canoes were counted, and about one hundred and thirty of the people were feen. But it was the feafon in which they make their new canoes, and large parties were known to be in the woods for that purpofe.

A few days after this examination, Governor Phillip himfelf went again to explore the coaft between Port Jackson and Botany Bay. In this journey few of the natives were feen, but new proofs were obferved of their having been diftrefsed for food. In the preceding fummer they would not eat either the fhark or the flingray, but now even coarfer meat was acceptable, and indeed any thing that could afford the fmalleft nourifhment. A young whale

CHAP. whale had just been driven upon the
XIV. coast, which they were busily employ-
ed in carrying away. All that were
seen at this time had large pieces of it,
which appeared to have been laid upon
the fire only long enough to scorch the
outside. In this state they always eat
their fish, never broiling it for more
than a few minutes; they broil also
the fern root, and another root, of
which the plant is not yet known;
and they usually eat together in fami-
lies. Among the fruits used by them
is a kind of wild fig; and they eat also
the kernels of that fruit which re-
sembles a pine-apple. The latter,
when eaten by some of the French
seamen, occasioned violent retchings;
possibly the natives may remove the
noxious qualities, by some process like
those employed upon the cassada. The
winter months, in which fish is very
scarce upon the coast, are June, July,
August, and part of September. From
the beaten paths that are seen between
Port Jackson and Broken Bay, and in
other parts, it is thought that the na-
tives frequently change their situation,
but it has not been perceived that they
make any regular migrations to the
northward

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A Stone Axe



A Basket of the Bark of a Tree



A Wooden Sword

northward in the winter months, or to the south in summer. CHAP. XIV.

In consequence of the very extraordinary shyness of these people since the arrival of our settlement, little addition has been made to the knowledge of their manners attained by Captain Cook: but most of his observations have been confirmed. The whole, indeed, that can be known of a people, among whom civilization and the arts of life have made so small a progress, must amount to very little. The assertion that they have no nets*, is amongst the very few that have been found erroneous. Some small nets have been brought over, the manufacture of which is very curious. The twine of which they are made, appears to be composed of the fibres of the flax plant, with very little preparation; it is very strong, heavy, and so admirably well twisted as to have the appearance of the best whipcord. Governor Phillip mentions having had lines of their manufacture, which were made from the fur of some animal,

* Cook's first voyage. If it was only meant that they have no large nets for fishing, like the seine, as the New Zealanders have, the remark is certainly true.

CHAP.
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mal, and others that appeared to be of cotton. The meshes of their nets are formed of large loops, very artificially inserted into each other, but without any knots. At a small distance they have exactly the appearance of our common nets, but when they are closely examined the peculiar mode in which the loops are managed is very remarkable. Some ladies who have inspected one of these nets lately imported, declare that it is formed exactly on the same principle as the ground of point lace, except that it has only one turn of the thread, instead of two, in every loop. This net appears to have been used either as a landing net, or for the purpose of carrying the fish when taken. They have also small hoop nets, in which they catch lobsters, and sea crayfish. Their canoes and other implements are very exactly described by Captain Cook.

The inhabitants of New South Wales have very few ornaments, except those which are impressed upon the skin itself, or laid on in the manner of paint. The men keep their beards short, it is thought by scorching off the hair, and several of them at the first arrival of our people seemed to

to take great delight in being shaved. CHAP. XIV.
They sometimes hang in their hair the teeth of dogs, and other animals, the claws of lobsters, and several small bones, which they fasten there by means of gum; but such ornaments have never been seen upon the women. Though they have not made any attempt towards clothing themselves, they are by no means insensible of the cold, and appear very much to dislike the rain. During a shower they have been observed to cover their heads with pieces of bark, and to shiver exceedingly. Governor Phillip was convinced by these circumstances that clothing would be very acceptable to them, if they could be induced to come enough among the English to learn the use of it. He has therefore applied for a supply of frocks and jackets to distribute among them, which are to be made long and loose, and to serve for either men or women.

The bodies of these people in general smell strongly of oil, and the darkness of their colour is much increased by dirt. But though in these points they shew so little delicacy, they are not without emotions of disgust, when they meet with strong effluvia to which
M their

CHAP. XIV.  their organs are unaccustomed. One of them, after having touched a piece of pork, held out his finger for his companions to smell, with strong marks of distaste. Bread and meat they seldom refuse to take, but generally throw it away soon after. Fish they always accept very eagerly.

Whether they use any particular rites of burial is not yet known, but from the following account it seems evident that they burn their dead. The ground having been observed to be raised in several places, like the ruder kind of graves of the common people in our church yards, Governor Phillip caused some of these barrows to be opened. In one of them a jaw bone was found not quite consumed, but in general they contained only ashes. From the manner in which these ashes were disposed, it appeared that the body must have been laid at length, raised from the ground a few inches only, or just enough to admit a fire under it; and having been consumed in this posture, it must then have been covered lightly over with mould. Fern is usually spread upon the surface, with a few stones, to keep it from being dispersed by the wind. These graves have

have not been found in very great numbers, nor over near their huts. CHAP. XIV.

When the latest accounts arrived from Port Jackson, the natives still avoided all intercourse with our settlement, whether from dislike or from contempt is not perfectly clear: They think perhaps that we cannot teach them any thing of sufficient value to make them amends for our encroachments upon their fishing places. They seem to be among themselves perfectly honest, and often leave their spears and other implements upon the beach, in full confidence of finding them untouched. But the convicts too frequently carry them off, and dispose of them to vessels coming to England, though at the hazard on one side of being prosecuted for theft, and on the other for purchasing stolen goods. Injuries of this nature they generally revenge on such stragglers as they happen to meet; and perhaps have already learnt to distinguish these freebooters, by their blue and yellow jackets, as they very early did the soldiers by their red clothes. Beyond these attacks they have not yet committed any open acts of hostility, except the seizing of the fish in the instance above related.

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CHAP.
XIV.

They have not attempted to annoy the settlers by setting fire to the grass, as they did when Captain Cook was on the coast; nor have they, which is more important, shown any desire to burn the crops of corn. So absolutely indispensable to the welfare of the settlement is the preservation of the grain, that an attempt of this kind must at all events be counteracted; but in no other case will any harsh measures be adopted, or any effort made to drive them to a greater distance. Conciliation is the only plan intended to be pursued: But Governor Phillip, when he last wrote, seemed to despair of getting any of them to remain among his people, long enough for either to acquire the language of the other, except by constraint. Hitherto he has been unwilling to take this method, but if it can be done in such a manner as not to create any general alarm among them, it will probably turn out to be the kindest piece of violence that could be used. Whenever it shall be practicable, by any means, to explain to them the friendly disposition of Governor Phillip and his people towards them, and to make them understand, that the men from whom they receive occasional

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sional injuries, are already a disgraced class, and liable to severe punishment for such proceedings, they will then perhaps acquire sufficient confidence in their new countrymen to mix with them, to enrich themselves with some of their implements, and to learn and adopt some of the most useful and necessary of their arts. It may, indeed, admit of a doubt whether many of the accommodations of civilized life, be not more than counterbalanced by the artificial wants to which they give birth; but it is undeniably certain that to teach the shivering savage how to clothe his body, and to shelter himself completely from the cold and wet, and to put into the hands of men, ready to perish for one half of the year with hunger, the means of procuring constant and abundant provision, must be to confer upon them benefits of the highest value and importance.

According to the latest advices from Governor Phillip, the Sirius failed for the Cape on the 2d of October, 1788, to purchase grain, flour, and other necessaries. Live stock was not to be procured by this ship, as being less wanted in the present state of the settlement, which had provisions in store for

CHAP. for eighteen months, but not grain
 XIV. enough for feed, and for the support
 of cattle. The Fishburn and Golden
 Grove storeships sailed in November for
 England; the Supply was detained in
 Port Jackson for occasional use. At
 this time the officers were all in sepa-
 rate houses, and the whole detachment
 comfortably lodged, though the bar-
 racks were yet unfinished. Nothing
 more, that requires to be related, has
 yet been heard from the settlement.

REMARKS

NEW SOUTH WALES.

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REMARKS and DIRECTIONS for SAIL-CHAP.
ING into PORT JACKSON, by XIV.
Capt. J. HUNTER, of the Sirius.

IN coming in with Port Jackson, you will not immediately discover where the harbour is: Steer right in for the outer points, for there is not any thing in the way but what shows itself by the sea breaking on it, except a reef on the south shore which runs off a small distance only: when you are past this reef and are abreast the next point on the same side, you will open to the southward of you an extensive branch of the harbour, into which you will sail, taking care to keep the shore on either side well on board, for there is a reef which dries at low water and lies very near the mid-channel, right off the first sandy cove on the east shore; this reef is pretty broad athwart, as well as up and down the channel, and shoals very gradually: The marks for it are, the outer north point and inner south point touching, Green Point will then be on with a remarkable notch in the back land. To avoid it to the eastward, pass the inner south head a cable's length

CHAP. length from it, and when you open
 XIV. any part of the sandy beach of Camp
 Cove, haul short in for it until you
 bring the inner north head and inner
 south head on with each other; that
 mark will carry you up in five and six
 fathom: But if you cannot weather
 the reef, tack and stand into Camp
 Cove, which shoals gradually. If you
 pass to the westward of the reef, steer
 in for Middle Cape, which is steep too,
 then steer up for the next point above
 it on the same side; when you are
 that length, you may take what part
 of the channel you please, or anchor
 where you like.

It flows Full and Change a quarter past eig

Rises { 4 6 } Neap } Tides.
 { 6 0 } Spring }

CHAP.



A VIEW IN NEW SOUTH WALES.



CHAPTER XV.

A Short Account of Animals in New South Wales.

THE great advantage of a scientific CHAP. XV. eye over that of the unlearned observer, in viewing the productions of nature, cannot be more strongly exemplified than by the present state of the natural history of Botany Bay, and its vicinity. The English who first visited this part of the coast, stayed there only a week, but having among them persons deeply versed in the study of nature, produced an account, to which the present settlers, after a residence of near eleven months when the last dispatches were dated, have been able to add but very little of importance. The properties and relations of many objects are known to the philosopher at first sight, his enquiries after novelty are conducted with sagacity, and when he cannot describe by name what he discovers, as being yet unnamed, he can at least refer it to its

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its proper class and genus. The observation of unskilful persons is often detailed by trivial resemblances, while it passes by the marks which are really characteristic. Governor Phillip, in one of his letters, remarking the prodigious variety of vegetable productions then before his eyes, laments, that among all the people with him there happens not to be one who has any tolerable knowledge of botany. This circumstance is perhaps less to be regretted than a deficiency in any other branch of natural knowledge. The researches of some gentlemen among the first voyagers were particularly directed to botanical discoveries, and a work which is now preparing, in a style of uncommon accuracy and elegance by one of the most illustrious of them, will probably discover that there was little left undone, even in their short stay, towards completing that branch of enquiry. Of quadrupeds the whole stock contained in the country appears to be confined to a very few species: Wolves have not been seen though the tracks of them were so frequently thought to be detected on the coast by Captain Cook's party. Birds are numerous, but they belong in general

neral to classes already known to natu-
ralists; a few drawings however, and
specimens of both, have been sent over.

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A short account of them is thrown together in this chapter. Of reptiles few have been seen that are at all curious. A large Lizard, of the *scincus* kind, with the remarkable peculiarity of a small spine or horn standing near the extremity of the tail, is said to be among some specimens sent over as private presents; and also a kind of frog, whose colour is blue; but these do not in other respects differ materially from the usual form of their respective species. The ants are fully described in Captain Cook's first voyage.

QUADRUPEDS.

The KANGOROO has been particularly described already.

The SPOTTED OPOSSUM.

It is perhaps the same which is slightly described in Captain Cook's first voyage as resembling a polecat, having the back spotted with white; and is there said to be called by the natives *Quoll*. The colour however is darker, being rather black than brown.

The *Spotted Opossum*, for so it may properly be named, is in length from the nose to the extremity of the tail about twenty-five inches, of which the tail itself takes up about nine or ten. The general colour of the animal is black, inclining to brown beneath; the neck and body spotted with irregular roundish patches of white; the ears are pretty large, and stand erect, the visage is pointed, the muzzle furnished with long slender hairs; the fore, as well as hind legs, from the knees downward, almost naked, and ash-coloured; on the fore feet are five claws, and on the hind, four and a thumb without a claw;

claw; the tail, for about an inch and an half from the root, covered with hairs of the same length as those on the body, from thence to the end with long ones not unlike that of a squirrel. The specimen from which the above account was taken, is a female, and has six teats placed in a circle, within the pouch.

Another animal of the opossum kind has been sent alive to the Rev. Dr. Hamilton, Rector of St. Martin's, Westminster, and is now living in the possession of Mr. J. Hunter. It appears to be of the same sort as that mentioned in Captain Cook's first voyage, and that also which was found near Adventure Bay.

The countenance of this animal much resembles that of a fox, but its manners approach more nearly to those of the squirrel. When disposed to sleep, or to remain inactive, it coils itself up into a round form; but when eating, or on the watch for any purpose, sits up, throwing its tail behind it. In this posture it uses its fore feet to hold any thing, and to feed itself. When irritated, it sits still more erect on the hind legs, or throws itself upon its

CHAP. its back, making a loud and harsh noise.
 XV. It feeds only on vegetable substances.

The fur is long, but close and thick; of a mixed brown or greyish colour on the back, under the belly and neck, of a yellowish white. Its length is about eighteen inches, exclusive of the tail, which is twelve inches long, and prehensile. The face is three inches in length, broad above and very pointed at the muzzle, which is furnished with long whiskers. The eyes are very large, but not fierce. On the fore feet are five claws; on the hind, three and a thumb. The teeth are two in the front of the upper jaw, and two in the lower; the upper projecting beyond the under. In the Kangaroo it is remarkable that there are four teeth in the upper jaw, opposed to two in the under. The testicles are contained in a pendulous scrotum, between the two thighs of the hind legs, as in the common opossum. The affinity of almost all the quadrupeds yet discovered on this coast to the opossum kind, in the circumstance of the pouch in which the female receives and suckles her young, seems to open a field of investigation most interesting to the naturalist: and the public will doubtless

doubtless learn with pleasure, that it is the intention of the most able comparative anatomist of the age, to give a paper on this subject to the Royal Society. It cannot, therefore, be necessary at present to pursue the enquiry any further.

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VULPINE OPOSSUM.

This is not unlike the common fox in shape, but considerably inferior to it in respect to size, being, from the point of the nose to the setting on of the tail, only twenty-six inches; the tail itself fifteen inches: the upper parts of the body are of a grisly colour, arising from a mixture of dusky and white hairs, with rufous-yellow tinge; the head and shoulders partaking most of this last colour: round the eyes blackish: above the nostrils ten or twelve black whiskers, four inches or more in length: all the under parts of the body are of a tawny buff-colour, deepest on the throat, where the bottom of the hairs are rust-colour: the tail is of the colour of the back for about one quarter of its length, from thence to the end, black: the toes on the fore feet are five in number, the inner one placed high up: on the hind feet four toes only: with a thumb, consisting of two joints, without a claw, placed high up at the base of the inner toe. The whole foot serving the purpose of a hand, as observable in many of the opossum genus. The legs are much

much shorter in proportion than those of the common fox: the ears about one inch and an half in length: in the upper jaw are six cutting teeth, and four grinders, with two small canine teeth placed at an equal distance between them: in the under jaw two long cutting teeth, not unlike those of a squirrel, and four grinders to answer those in the upper jaw, but no canine teeth.

NORFOLK ISLAND FLYING-SQUIRREL.

Size of the American grey squirrel, and the general colour of the upper parts very nearly resembling that animal; the under parts white: from the nose to the tail runs a streak of dusky black, and another springs on each side of the head behind the nostrils, passing over the eyes and finishing behind them: ears not rising from the head: on each side of the body is a broad flap or membrane, as in other flying squirrels, which is united to both the fore and hind legs, as usual in many of this division: this membrane is black, fringed on the outer edge with white: the tail for two-thirds of the length, is of an elegant ash colour, paler than the body, from thence to the end dusky black: the toes on the fore legs are five in number; those of the hinder uncertain, as the legs behind were wanting: length from head to rump nine inches; the tail is ten inches.

B I R D S.

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Order II. Pies.

Genus V. Species XIV. Var. B.

BLUE BELLIED PARROT.

Described thus by Mr. Latham.

"The length of this beautiful parrot is fifteen inches. The bill is reddish: orbits black: head and throat dark blue, with a mixture of lighter blue feathers: back part of the head green; towards the throat yellow green: back and wings green: prime quills dusky, barred with yellow: breast red, mixed with yellow: belly of a fine blue: thighs green and yellow: tail cuneiform; the two middle feathers green; the others the same, but bright yellow on the outer edges: legs dusky.

"Inhabits Botany Bay in New Holland."

Latham's Synopsis, vol. i. p. 213.

To this account little need be added, except that in our present specimens the parts there said to be blue are rather bright lilac: the bill is a deep orange; and there are red spots on the back between the wings, and a few near the vent feathers.

N 2

TABUAN

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TABUAN PARROT.

Order and Genus the same.

Species XVI.

A Variety.

This bird has been seen by Mr. Latham, and was by him referred to this species; of which however it seems a very remarkable variety: The prevalent colour of the head, neck and breast, being, instead of a deep crimson or purplish red, as in his description and plate, as well as in a fine specimen now in his own collection, a very bright scarlet: the blue mark across the lower part of the neck appears the same; but the blue feathers in the wings are entirely wanting; and the bill is not black.

See Latham's Synopsis, vol. i. p. 214.

Length twenty-four inches: bill brown, the upper mandible tinged with red: the head, neck, and all the under parts of the body a bright scarlet: the back and wings a fine green. On the lower part of the neck, between that and the back, a crescent of blue: the tail long and cuneiform, most of its feathers deep blue: the legs ash coloured: on the upper part of the wings a narrow line of lighter green.

PEN-

PENNANTIAN PARROT.

Order and Genus the same.

Species, 134.

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Size of the scarlet lory, length sixteen inches: the bill of a blueish horn colour; the general colour of the plumage scarlet; the base of the under mandible and the chin covered with rich blue feathers: the back black, the feathers edged with crimson: wings blue, down the middle much paler than the rest: the quills and tail black, the feathers edged outwardly with blue, and three of the outer tail feathers, from the middle to the end, of a pale hoary blue: the tail is wedge shaped, the middle feathers eight inches in length; the outermost, or shortest, only four; the bottom of the thighs blue, legs dusky, claws black.

This beautiful bird is not unfrequent about *Port Jackson*, and seems to correspond greatly with the *Pennantian Parrot*, described by Mr. *Latham* in the supplement to his *General Synopsis of Birds*, p. 61. differing in so few particulars, as to make us suppose it to differ only in sex from that species.

PACIFIC

PACIFIC PAROQUET.

Order and Genus the same.

Species LVI.

A new variety.

Mr. Latham's description is this:

"Length twelve inches, bill of a silvery blue; end black: in some, the forehead and half the crown; in others, the forehead only, of a deep crimson: behind each eye a spot of the same colour: on each side of the vent a patch of the same: the plumage in general of a dark green, palest on the under parts: the tail is cuneiform; the two middle feathers are five inches and an half in length; the outer ones two inches and an half; upper parts of it the same green with the body; beneath all colour: the outer edge of the wings, as far as the middle of the quills, deep blue; the ends of the quills dusky: legs brown: claws black."

Latham's Synopsis, vol. II. p. 252.

The variety here observed has a brown bill, tinged with red at the end, and a cap of azure blue at the back of the head, interspersed with a few small feathers of a yellowish green; the top of the wings is of a yellow hue, and there are no blue feathers in the wings.

The

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THE SACRED KING'S FISHER.

Order of Birds II. Pies.

Genus XXIII.

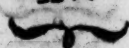
Species 12.

The following description is extracted from Mr. Latham's Synopsis of Birds, vol. ii. p. 623.

"This in size is rather less than a blackbird: the bill is black; the lower mandible yellowish at the base: head, back, wings, and tail, blue tinged with green: the under parts of the body white, extending round the middle of the neck like a collar: legs blackish."

To which account we may add, that the bill is very strong at the base, and strong at the point; that the feathers immediately above the bill are tinged with yellow; and that the toes, as in most of this species, are three before and one behind.

SUPERB



SUPERB WARBLER, Male.

Birds, Order III. Passerine.

Genus XLI. Warbler.

Species 137.

A new variety.

“ The length of this beautiful species is five inches and a half: the bill black: the feathers of the head are long, and stand erect like a full crest; from the forehead to the crown they are of a bright blue; from thence to the nape, black like velvet; through the eyes from the bill, a line of black; beneath the eye springs a tuft of the same blue feathers; beneath these and on the chin, it is of a deep blue almost black, and feeling like velvet: on the ears is another patch of blue, and across the back part of the head a band of the same, (in some specimens, the patches of blue under the eye and on the ear unite together, and join with the band at the nape) the whole giving the head a greater appearance of bulk than is natural: the hind part of the neck and upper parts of the body and tail, deep blue black; the under, pure white: wings, dusky; shafts

shafts of the quills chestnut: the tail, CHAP.
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two inches and a quarter long, and cuneiform; the two outer feathers very short: legs dusky brown: claws black."

Latham's Synopsis, vol. iv. p. 561.

The disposition of the blue is found to differ in most of the specimens. In the present variety, the whole head is enveloped in blue, which terminates in an irregularly waving line, and is continued below the eye in a broad band, edged in the same manner, and running almost to a point, as low as the bottom of the neck on each side; but there is no band continued round the neck, which, both above and below, is of the deep blue like velvet, mentioned by Mr. Latham. Some feathers of a very bright orange lie immediately under that blue, and above the wings*.

* The Specimens from which Mr. Latham took his descriptions were met with at Van Diemen's Land, the most southern part of New Holland.

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SUPERB WARBLER, Female.

When Mr. Latham's Synopsis was published, the female of this species was entirely unknown; and it was conjectured by that author that the disposition of the blue might possibly mark the sexes. The female is now discovered to be entirely destitute of all the fine blue colours, both pale and dark, by which the male is adorned, except that there is a very narrow circle of azure round each eye, apparently on the skin only: all the upper feathers consist of shades of brown, and the whole throat and belly is pure white. Except from the shape and size, this bird would not be suspected at first sight to belong to the same species as the male; the epithet of *superb* applies very ill to the female.

CASPIAN TERN.

Birds, Order IX. Webfooted.

Genus LXXXVIII. Species I.

Variety B.

Mr. Latham's description is as follows :

"Length nineteen or twenty inches : bill three inches, stout and of a pale yellow : nostrils pervious : the crown of the head black ; the feathers longish, and forming a kind of penfile crest at the nape ; the rest of the head, neck, and under parts of the body, white : back and wings pale cinereous grey : quills grey, with the ends dusky ; the inner webs, half way from the base, white : tail grey, forked ; the end half of the other feathers white ; the last is exceeded by the first an inch : legs black. Supposed to inhabit China ; seen also, or very similar, from the Friendly Isles ; also found at Hapae, one of the Sandwich Islands."

Syn. Vol. vi. p. 35

Order

Order IX. Web-footed.

Genus XC.

NORFOLK ISLAND PETREL.

Length sixteen inches, bill one inch and an half long, black, and very hooked at the tip: the head as far as the eyes, the chin and throat, waved, brown and dusky white: the rest of the body on the upper parts of a sooty brown, the under of a deep ash colour; the inner part of the quills, especially next the base, very pale, nearly white, and the wings, when closed, exceed the tail by about an inch: the tail is much rounded in shape, and consists of twelve feathers, of the same colour as the upper parts of the body: the legs are pale yellow, the outer toe black the whole length, the middle one half way from the tip, the webs also correspond, the outer one being black, except just at the base; and the inner one black for about one third from the end: the claws black; the spur, which serves in place of a back toe, is also black.

This inhabits *Norfolk Island*, and burrows in the sand like a rabbit, lying hid in the holes throughout the day,

day, and coming out of evenings in quest of food. This bird appears to differ so very little from the *dark grey Petrel* of *Cook's Voyage*, that it is not improbable it may prove to be the same species. This is described in the *General Synopsis of Birds*, vol. vi. p. 399. under the name of *Grey Petrel*; as also another species, in p. 400. by the name of *White-breasted Petrel*, differing only in the breast from our specimen.

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Order

BRONZE-WINGED PIGEON.

Size of a large dove-house pigeon: general colour of the plumage ash-coloured, brown on the upper parts, the feathers margined with pale rufous; the under parts pale ash-colour, with very pale margins: the wing coverts are much the same colour as the back, but the greater ones, or lower series, have each of them a large oval spot of bronze on the outer webs near the ends, forming together, when the wings are closed, two bars of the most brilliant and beautiful bronze, changing into red, copper, and green, in different reflections of light: several of the feathers also among the other coverts have the same spots on them, but are irregularly placed: the quills are brown, with the inner webs, from the middle to the base, pale rufous; as are the sides of the body and all the under wing coverts: the tail consists of sixteen feathers; the two middle ones are brown, the others pale lead, or dove colour, with a bar of black near the

the tips : the bill is of a dull red : the forehead very pale, nearly white, passing a little way under the eye : the chin and throat pale grey : the legs are red.

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This bird inhabits Norfolk Island ; and is clearly a non-descript species.



Order VII. Cloven-footed.

Genus LXV.

WHITE-FRONTED HERON.

This is little more than half the size of the common Heron: length 28 inches: the general colour of the plumage is bluish ash, inclining to lead colour: top of the head black, and a trifle crested; the forehead, sides of the head, chin, and throat white, passing downwards, and finishing in a point about the middle of the neck before: on the lower part of the neck the feathers are long and loose, and of a pale rufous cinnamon colour; all the under parts of the body also incline to this last colour, but are much paler: the quills and tail are dark lead colour, nearly black: on the back the feathers are long and narrow, and hang part of the way on the tail: the bill is four inches long, and black; but the base half of the under mandible is yellowish: the legs are formed as in other herons, of a yellowish brown colour, and the claws are black.

This bird was sent from Port Jackson in New Holland, and as it has not been noticed by any author, we consider it as a new species.

Order

Order II. Pies.

Genus XXVI.

WATTLED BEE-EATER.

The size of this bird is nearly that of a cuckoo: length fourteen inches and a half: the bill one inch long, and of nearly the same shape and size as in the Poe Bird; the colour black: the general colour of the plumage is brown, palest on the under parts; most of the feathers are pointed in shape, and have a streak of white down the middle: the fore part of the head, as far as the eyes, is smooth, but the rest of the head appears full, the feathers being longer: from the gape of the bill a broad streak of silvery white passes under the eye, and beneath this, on each side of the throat, hangs a pendulous wattle, about half an inch in length, and of an orange colour: the wings, when closed, reach about one third on the tail, which is about half the length of the bird, and cuneiform in shape: both the quills and tail feathers are of a darker brown than the rest of the bird, and have the tips white: the middle of the belly is
O yellow:

CHAP. XV. yellow: the legs are of a pale brown, the hind toe very stout, and the outer toe connected to the middle one as far as the first joint.

The above inhabits New Holland; it was received from Port Jackson, and is no doubt a non-descript species.

Order II. Pies.

Genus VIII.

PSITTACEOUS HORNBILL.

The bird is about the size of a crow : the total length two feet three inches : the bill is large, stout at the base, much curved at the point, and channelled on the sides; the colour pale brown, inclining to yellow near the end : the nostrils are quite at the base, and are surrounded with a red skin, as is the eye also, on the upper part : the head, neck, and under parts of the body are pale blue-grey; the upper parts of the body, wings, and tail, ash colour; and most of the feathers are tipped with dusky black, forming bars of that colour across the wings : the wings, when closed, reach to near three quarters of the length of the tail : the tail itself is long, and cuneiform, the two middle feathers measuring eleven inches, and the outer one on each side little more than seven; a bar of black crosses the whole near the end, and the tips of all the feathers are white : the legs are short and scaly, and the toes placed two forwards, and

CHAP. two backwards, as in those of the
 XV. toucan or parrot genus: the colour of
 legs and claws black.*

This bird was killed at Port Jackson, and we believe it to be hitherto non-descript.

* Mr. Latham, who has been kind enough to give his sentiments on this occasion, is of opinion that this bird does not strictly belong to any of the present established genera. The make indeed is altogether that of an hornbill, and the edges of the mandible are smooth, but the toes being placed two forwards and two backwards, seem to rank it with the Parrots or Toucans; and it has been unlucky that in the specimen from which the description was taken, the tongue was wanting, which might in a great measure have determined the point: but the inducement for placing it with the hornbills has had the greater weight, as not a single species of the toucan tribe has yet been met with in that part of the world.

Such

Such is the account of the birds of which drawings or specimens have been obtained from Port Jackson or from Norfolk Island. Wild ducks, teal, quails, and other common species are numerous in both places, and the variety, as well as number of the small birds is considerable. Birds of the Cassowary or Emu kind have very frequently been seen, but they are so shy, and run so swiftly, that only one has yet been killed. That bird was shot near the camp, while Governor Phillip was absent on his first expedition to Broken Bay, and was thought by him to differ materially both from the ostrich and cassowary; the skin was sent over, but at the time when this sheet was printed off, had not been stuffed, or put into form. Should it, on examination, exhibit any remarkable peculiarities, we shall endeavour to obtain a description of it, to subjoin at the conclusion of this volume.

Since

CHAP. Since stating the dimensions of the
 XV. kangaroo, in page 123, Lord Sydney
 has received from Governor Phillip, a
 male of a much larger size, which
 measures as follows.

Length from the point of the	f. in.
nose to the end of the tail,	8 5
Length of the tail, —	3 1
— head, —	0 11
— fore legs, —	2 0
— hind legs —	3 7
Circumference of the fore part	
by the legs, —	1 9
— lower parts	4 5
Round the thicker part of the	
tail, which gradually tapers	
to the end. —	1 1

The above is the largest kangaroo
 that has yet been seen, and there is
 every reason to believe that even this
 had not nearly attained its full growth.

Lieutenant Shortland describes them
 as feeding in herds of about thirty or
 forty, and assures us, that one is al-
 ways observed to be apparently upon
 the watch, at a distance from the
 rest.

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ARTIFICERS belonging to the MARINE DETACHMENT, employed from the 17th May to the 30th September, 1788, both Days inclusive.

Trades.	Number of company.	Names.	Number of days employed.	How and where employed.
Carpenters	54	Charles Reynolds,	112½	Commanding officer's house, barracks, &c. for the officers and men of the detachment.
	6	Patrick Connell,	109½	
		William Dowlan,	81½	
	59	Edward Dinger,	90	
	61	Thomas Scott,	10	
	35	Andrew Fishburne,	101	
	11	Joseph Lewis,	70	
	30	Robert Stephens,	55½	
	18	John Lewis,	85	
	5	Ralph Brough,	99½	
Masons	11	John Brown, (1)	96½	
	8	Thomas Phillips,	110	
	48	John Folly,	86½	
	41	Mark Hurst,	100	
	47	John Bates,	27	
Shinglers	38	Charles Brixey,	107	
	41	Henry Wright,	68	
	27	Benjamin Cusley,	44	
	26	James Angel,	29	
	42	John Roberts,	23	
Sawyers	2	William Hallam,	61½	
	56	John Brown, (2d)	61½	
	15	James Rogers,	59½	
	51	John Griffiths,	58½	
	24	William Strong,	97½	
File cutter	35	Richard Knight,	59½	
	51	Henry Roffor,	45	
	30	Thomas Jackson,	88½	
Miner	50	John Brannon,	35½	Public works.
Total number days			3072½	

R. ROSS, Major.

These artificers were employed on the representation of the Lieutenant-Governor to Governor Phillip, that it was impossible to erect the barracks necessary for the officers and men of the detachment, without employing such artificers for that purpose as could be found among themselves. It was at the same time represented, that these men could not properly be retained at such work, unless they were to be paid in the customary manner of paying all troops employed on extra works for the public service: and more especially, as it was known that the artificers taken from the ships of war and transports were to be paid for all work done on shore.

Governor Phillip agreed entirely as to the necessity of employing the artificers, and with respect to their pay, had no doubt that the matter must be decided by custom. In consequence of which he issued an order for that purpose on the 17th of May, 1788.

Major Ross applied to Governor Phillip to know what encouragement Government held out to those who should wish to remain in either capacity. To this application it was answered by the Governor

No.

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XVI.

No. III.

The Right Hon. the Lords Commissioners of the Admiralty, in a letter, dated the 8th of October, 1786, addressed to the commanding officers of each division of the marines, directed them to signify to such marines as would make a voluntary tender of their service for Botany Bay, that they should at the expiration of their station of three years be entitled to their discharge on their return to England, provided their good behaviour during this service should have merited such marks of favour. Or that, if they preferred it, they should at the time of relief be discharged in New South Wales, and permitted to settle there. In consequence of this, at the date of the following paper, the question was put by the Lieutenant-Governor to all the officers and men, whether they chose to remain in the country, either as soldiers or settlers. Before this question was asked, Major Ross applied to Governor Phillip to know what encouragement Government held out to those who should wish to remain in either capacity. To this application it was answered by the Governor,

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XVI.

The following list exhibits the result of the question put by the Lieutenant Governor to the officers and men of the marines, concerning their desire to return, or to remain in New South Wales.

20	Isaac Turner, Clerk.	as a teacher.
20	George Thompson, private.	as a teacher for three years.
21	William Baker, carpenter.	as a teacher.
	William Lawley, ad. Lieut.	as a teacher for one term.
		more of three years.
		as a teacher.
		as a teacher.

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LIST of such OFFICERS, NON-COMMISSIONED OFFICERS, DRUMMERS, and PRIVATES, as are desirous of remaining in this Country, after the time when their Lordships the Commissioners of the Admiralty intended to relieve the Detachment, as expressed in their Letter of the 8th October, 1786.

NEW SOUTH WALES, 1st October, 1788.

Number of company	Names and quality.	Desirous of remaining in this country.
	Watkin Trench, Capt. Lieut.	as a soldier for one tour more of three years.
	George Johnstone, 1st Lieut.	having been so short a time in this country, cannot determine whether he would wish to remain or not, as to settling can say nothing.
	John Johnstone, 2nd Lieut.	having been so short a time in this country, cannot determine whether he would wish to remain another tour or not, as to settling can say nothing till he knows on what terms.
	James Maitland Shairp, do.	being so short a time in the country, cannot yet judge whether he would wish to remain or not another tour, as to settling, until he knows the terms and nature of the grants, cannot determine.
	William Dawes, 2d Lieut.	as a soldier for one tour more of three years.
53	William Baker, Serjeant,	as a soldier.
5	George Flemming, private,	as a soldier for three years more.
26	Isaac Tarr, ditto,	as a settler.
56	James Manning,	as a soldier.

All the officers, non-commissioned officers, drummers, and private men of the detachment, whose names are not expressed in the above list, wish to return to England, at the time proposed by their Lordship's letter of the 8th October, 1786, or as soon after as their Lordships may find it convenient.

R. ROSS, Major.

NEW SOUTH WALES.

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XVI.

No. IV.

An Account of Provisions remaining
in his Majesty's Stores, at Sydney
Cove, New South Wales, 30th Sep-
tember, 1788.

Flour,	414,176 pounds,	is	62 weeks ration.
Rice,	51,330	—	15
Beef,	127,608	—	43
Pork,	214,344	—	128
Pease,	2,305 bushels,	—	58
Butter,	15,450 pounds,	—	49

Number of Persons victualled.

Men, 698. Women, 193. Children, 42.



Provisions at Norfolk Island, twenty
months.

Number of Persons victualled.

Men, 44. Women, 16.

ANDREW MILLER, Commissary.

No.

Return of Sick, September 27th, 1788.

Marines sick in hospital	-	4
----- camp	-	21
Marine women and children in camp	-	5
Deaths since last return	-	0

Total belonging to the battalion	}	30
under medical treatment		

Male convicts sick	-	62
Female ditto and children	-	31
Total convicts under medical	}	93
treatment		

Male convicts dead since the last	}	6
report of June 30		
Female convicts dead since ditto	-	4

Total convicts dead since ditto	10
---------------------------------	----

Convicts unserviceable from old	}	53
age, infirmities, &c.		

CHAPTER XVII.

Nautical directions, and other detached remarks, by Lieutenant Ball, concerning Rio de Janeiro, Norfolk Island, Ball Pyramid, and Lord Howe Island.

SOME notice has already been taken in the preceding sheets of Rio de Janeiro, Norfolk Isle, and Lord Howe Isle; but since they were committed to the press, the following particulars respecting those places have very obligingly been communicated to the editor, by Lieutenant Henry Lidgbird Ball. As these remarks are the result of minute observation, they cannot fail of being useful and interesting to the sea-faring reader, which, it is presumed, will be a sufficient apology for giving them a place here.

There is no danger in going up the harbour to Rio de Janeiro but what may easily be seen. The course up the harbour is north-west by north; you anchor before the town in seventeen fathoms

CHAP. fathoms water, over a muddy bottom;
 XVII. the middle of the town bearing west
 by north, west, or west by south, about
 a mile and an half distant from the wa-
 tering place, and the Fort Saint Cruz
 bearing south-east. No pilot is neces-
 sary; the soundings a-breast of St.
 Cruz Fort are twenty-two fathoms,
 and shoal gradually to seventeen fa-
 thoms, where the ships moored a-breast
 of the town. The tide flows two
 hours and thirty minutes at full and
 change, and rises in general about eight
 feet. In going into the harbour, it is
 necessary to keep the starboard shore
 best aboard, as the tide sets on the
 other side, till you get nearly a-breast
 of St. Cruz Fort, and in that situation
 you must be on your guard, if going
 in with the flood, as the passage is
 narrow: and there are whirlpools in
 many places, which will take all com-
 mand from the rudder. Water is pro-
 cured at a pipe, by which it is convey-
 ed from a fountain situated in the
 large square near the principal landing
 place, which is opposite the palace.
 This pipe is continued down to the wa-
 ter-side, and you fill your casks in
 boats: the water is so plentiful, that a
 fleet might be supplied in a short time.

Bullocks,

Bullocks, sheep, and Portugal wine, CHAP. XVII.
 may be had here in plenty; there is also an excellent market for poultry and vegetables every day; in short, every refreshment that is necessary for a fleet may be procured in great abundance, and very cheap.

The whole harbour, as well as the town, is defended by a number of strong fortifications; and as far as Lieutenant Ball had an opportunity of examining the harbour, the draft of it published in the East India chart is very true, the soundings right, and the bearings very accurate.

Their trade is chiefly to Portugal, and consists of bullion, indigo, sugar, rum, tobacco, brazil wood, whale-oil, whale-bone, spermaceti, &c. and of late years diamonds and many other valuable commodities.

In approaching Norfolk Island there is no danger: Lieutenant Ball anchored in nineteen fathoms, over a bottom of coarse sand and coral, the north-east end of the island bearing west south-west quarter west; the easternmost rocks east south-east, about a mile distant from the nearest shore: at this place Capt. Cook landed. Ships have

P

anchored

CHAP. anchored also at south end of the isle
XVII. in twenty-two fathoms, the western-
most point of Phillip Isle south south-
east, the body of Nepean's Isle east
north-east half east, and the south
point of Norfolk Isle north-east by
east. They anchored again in eighteen
fathoms, over a bottom of sand and
coral, the west point of Phillip Isle
bearing south, the easternmost point of
it south south-east half east, and the
south point of Norfolk Isle north-east.
The pine trees on this island are of an
immense size, measuring from twenty
to twenty-seven and even thirty feet in
girth, and so tall that it was not easy
to form any exact judgment of their
height. This place affords vast num-
bers of cabbage trees, and amazing
quantities of fish may be procured on
the banks that lie on the west side of
the small island; those they got on
board the Supply were of the snapper
kind, and very good, yet they were
caught in such abundance that many
of the people were as much satiated
with them as the sailors are with cod
on the banks of Newfoundland.

The only places where it was found
practicable to land was a-breast of their
first

first station (which is the place described by Captain Cook, and where the people landed with the utmost difficulty,) and at Sydney Bay on the south end of the isle, the outer breaker off the westernmost point in sight bearing north-west by west half west.

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XVII.

Lord Howe Island was discovered by Lieutenant Henry Lidgbird Ball, Commander of his Majesty's tender Supply, on the 17th February, 1788, and was so named by him, in honour of the Right Honourable Lord Howe. At the same time he observed a remarkably high pyramidical rock at a considerable distance from the island, which has been named *Ball's Pyramid*.

There is no danger in approaching Lord Howe Island, the Supply anchored there in thirteen fathoms, sand and coral; but there lies about four miles from the south-west part of the pyramid, a dangerous rock, which shows itself a little above the surface of the water, and appears not to be larger than a boat. Lieutenant Ball had no opportunity of examining whether there is a safe passage between them or not. The island is in the form of a crescent, the convex side

CHAP. towards the north-east. Two points
XVII. at first supposed to be separate islands,
proved to be high mountains on its south-west end, the southernmost of which was named Mount Gower, and the other Mount Lidgbird; between these mountains there is a very deep valley, which obtained the name of Erskine Valley; the south-east point was called Point King, and the north-west point, Point Phillip. The land between these two points forms the concave side of the island facing the south-west, and is lined with a sandy beach, which is guarded against the sea by a reef of coral rock, at the distance of half a mile from the beach, through which there are several small openings for boats; but it is to be regretted that the depth of water within the reef no where exceeds four feet. They found no fresh water on the island, but it abounds with cabbage-palms, mangrove and manchineal trees, even up to the summits of the mountains. No vegetables were to be seen. On the shore there are plenty of ganets, and a land-fowl, of a dusky brown colour, with a bill about four inches long, and feet like those of a chicken; these

these proved remarkably fat, and were very good food; but we have no further account of them. There are also many very large pigeons, and the white birds resembling the Guinea fowl, which were found at Norfolk Island, were seen here also in great numbers. The bill of this bird is red, and very strong, thick, and sharp-pointed. Innumerable quantities of exceeding fine turtle frequent this place in the summer season, but at the approach of winter they all go to the northward. There was not the least difficulty in taking them. The sailors likewise caught plenty of fish with a hook and line.

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XVII.

CHAP.

CHAPTER XVIII.

Concise account of Lieut. Shortland—His various services—Appointed agent to the transports sent to New South Wales—Ordered by Governor Phillip to England, by Batavia—Journal of his voyage—New discoveries.

CHAP.
XVIII.

WE have been induced to subjoin in this place a concise account of Lieutenant Shortland, as well because his experience as an officer has been great, as from the consideration that his journal has been deemed, by those who best know its value, of very serious importance.

LIEUTENANT JOHN SHORTLAND very early in life had a strong predilection for the Navy, and in 1755, at the age of sixteen, he entered into his Majesty's service, on board the *Anson*, a sixty gun ship, which went out in the fleet under the command of Admiral Boscawen. On the Banks of Newfoundland

foundland this fleet fell in with, and took the Alcide and Ly's, two French ships, of seventy-four guns. On his return from this expedition, he went on board the Culloden, a seventy-four gun ship, and was in the fleet under Admiral Byng, off Minorca. Shortly afterwards, he went into the Hampton Court, commanded by Capt. Harvey, in which ship he was present at the taking of the Foudroyant and Arpè. On his arrival in England, he went on board the Vanguard, Commodore Swanton, to the West Indies, in the fleet under Admiral Rodney, and was present at the reduction of Martinique, the Grenades, and the other islands which were then captured. In 1763, he was promoted to the rank of Lieutenant by Admiral Swanton; since which period he has always been employed in active and important services. During the late war, and for some time afterwards, he was chiefly employed in going to and from America, except in the year 1782, when he was appointed to command the transports with the 97th regiment on board, destined for the relief of Gibraltar, under convoy of his Majesty's ships

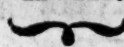
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XVIII.

CHAP. ships Cerberus and Apollo: he was not
XVIII. only successful in getting all the trans-
ports in safe, but he also landed the
men without any loss.

On Lieutenant Shortland's return home from this service, in endeavouring to get through the Gut of Gibraltar in the night, he was chased by a squadron of Spanish frigates, who took three of the transports in company, but he was so fortunate as to escape in the Betsey transport, and arrived safe in England, without either loss or damage. In the year 1786, he was appointed Agent to the transports sent by Government to New South Wales, at which place he arrived in January, 1788. After remaining six months at the new settlement at Port Jackson, he was ordered to England by way of Batavia, by his Excellency Governor Phillip, who honoured him with the official dispatches for Government, and he arrived in England on the 29th of May, 1789.

This summary recapitulation of Mr. Shortland's services sufficiently points out his merit and ability as an experienced seaman, without any further eulogium; which, if it were wanted, might

might be abundantly supplied from the CHAP.
subsequent account of his passage from XVIII.
Port Jackson to Batavia.



The *Alexander*, the *Friendship*, the *Prince of Wales*, and the *Borrowdale*, were got ready in the beginning of July, 1788, to sail for England, under the care and conduct of Lieutenant Shortland; at which time Governor Phillip took the opinions of the masters of those transports concerning their route. The season was thought to be too far advanced for them to attempt the southern course, by Van Diemen's Land; and the passage by Cape Horn was objected to by the Governor. It was therefore agreed unanimously that they should go to the northward, either through Endeavour Straits, or round New Guinea. Unfortunately the ships were ill prepared to encounter the difficulties, which were to be expected in every mode of return; their complement of men was small; only six to an hundred tons, officers included; they were without a surgeon,

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XVIII.

surgeon, and unprovided with those articles which have been found essential to the preservation of health in long voyages, such as bore-cole, four-cROUT, portable soup, and the other antiseptics recommended by the Royal Society. It cannot therefore be wondered, though it must be deeply regretted, that the sailors should have suffered so dreadfully from the scurvy, in the length of time necessary for exploring a passage through an unknown sea perplexed with islands, where they were destitute of assistance from charts, or observations of former navigators; and were not fortunate enough to obtain a supply of salutary refreshments.

July 14,
1788.

Lieutenant Shortland, in the Alexander transport, sailed out of the harbour of Port Jackson, on Monday, July 14, 1788, directing his course to the east-north-east, with intention to touch at Lord Howe Island, and there to appoint each ship a place of rendezvous in case of separation. This necessary step, which ought to have been previously taken, had been prevented by the hurry of preparation; the Alexander not having been able to join the other transports till the evening before their

their departure. Even then, the boats, CHAP.
booms, and spare anchors, were stow- XVIII.

ed loose between decks, in a manner which must have produced the most dangerous consequences, had the ship been exposed in that condition to the heavy sea which it was likely she would meet with off the shore. To the very last moment, therefore, the men and officers were most busily employed in providing against this danger; and as soon as the weather appeared tolerably favourable for working out of the harbour, Lieutenant Shortland made the signal to the masters of the other transports to get under way, without waiting for his ship. When the transports had cleared the harbour they were obliged to carry a press of sail in order to get off the coast, the vessels being very light, and a powerful swell then setting in upon the shore. The wind was at the same time strong from the south-east, and continued so for two days, with the same heavy swell, which made it very difficult to keep the ships off shore. At eight, A. M. on the 16th of July, the rocks off the entrance of Port Stephens bore north-west by west distant three leagues. Lieutenant

July 16,
1788.

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Lieutenant Shortland very much regretted that this place had not been surveyed; had it been known to afford safe anchorage, it would have been much more prudent to put in there and wait for a change of wind, than to attempt keeping the sea in circumstances so very unfavourable, with ships so little calculated to run along a great extent of lee shore. This day the Prince of Wales being two or three miles to the leeward, the signal was made for her to tack into the fleet. At nine in the evening the wind coming to the east-south-east, Lieutenant Shortland fired a gun, and made the signal to veer ship and sail on the other tack. At this time the Prince of Wales was about five miles on the lee bow of the Alexander, and the Borrowdale and Friendship close in company; but by twelve at midnight the Friendship only was in sight. At two, the wind shifting again to the south-south-east, the signal was once more made to veer ship, and change the tack, as lying off east would clear the coast; a strong current setting to the southward.

Lieutenant

Lieutenant Shortland, having now CHAP. XVIII.
lost sight of the Prince of Wales and Borrowdale, was fully determined to go to Lord Howe Island to wait a day or two for them, expecting that they might probably touch there with similar intentions. On the 19th, therefore, he steered a direct course for that island, with a strong gale at south-west, but as this wind, which was exactly favourable to the intended course of the voyage, and made the anchoring place off Lord Howe Island a lee shore, continued unvaried, and blew very hard on the 20th, it appeared best to relinquish the design of calling there. At two in the afternoon, therefore, Lieutenant Shortland again altered his course and sailed north-east by north. The Prince of Wales and Borrowdale transports, were seen no more throughout the voyage, and it has since been known that they took another course; but the Friendship continued close in company with the Alexander. About noon this day, the men at the mast-head discovered a very extensive shoal on the larboard beam, bearing from north by west to north by south, distant between two and three leagues.

July 19th, 1788.
July 20, 1788.

It

CHAP. XVIII. It trended north by east and south by west, and was judged to be in length about three leagues and a half. The breadth could not be ascertained, for, while the ship ran along it, the sand bank was seen to extend as far as the eye could discern. It lies in latitude $29^{\circ} 20'$ south, and in longitude $158^{\circ} 48'$ east, and was named by Lieutenant Shortland, *Middleton Shoals*.

21st July,
1788.

At ten in the morning, on Monday July 21, the master of the *Friendship* went on board the *Alexander*, and Carteret's harbour in New Ireland, was appointed by Lieutenant Shortland as the place of rendezvous. The same day, at half past five in the afternoon, land was discovered, bearing from south-west by west, to west half south, at the distance of about eight leagues. It trended to the north-north-west, and was about six or seven leagues in length, the land very high, with a remarkable peak, which bore south-south west. This island was now named *Sir Charles Middleton's Island*: It lies in latitude $28^{\circ} 10'$ south, and in longitude $159^{\circ} 50'$ east. Lieutenant Shortland thinks it probable that the reef seen on the preceding day may be connected with this

this island, as it trended in a right direction for it; but it must, in that case, be of a very great extent. The island was still in sight on the morning of the 22d.

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XVIII.

On Thursday July 24th, they had an accurate observation of the sun and moon to determine the longitude, and found the effect of a current to have been so great as to set the ship two degrees of longitude to the eastward of the dead reckoning. The longitude of Sir Charles Middleton's Island must therefore be corrected by that observation, and placed considerably further to the east. The latitude may be depended upon, as the bearing was observed when the sun was on the meridian.

24th July,
1788.

Many land birds being seen on the 27th and 28th, when the ship was by reckoning and observation near the north west end of New Caledonia, Lieutenant Shortland very reasonably concluded that he must have passed very close to that land, though it did not happen to be discerned: probably it is low at that extremity.

28th July.

At noon, on Thursday the 31st, land was discovered, bearing from north half west

31st July.

west

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XVIII.

west to east-north-east, and distant about five or six leagues. As the ship was now in latitude $10^{\circ} 52'$ south, Lieutenant Shortland at first conjectured it might be Egmont Island, which was seen by Capt. Carteret, notwithstanding a considerable difference in longitude, which might be accounted for from the effect of currents, as they had been for some time very strong. The longitude laid down by Captain Carteret was $164^{\circ} 49'$ east; that of the *Alexander* at this time about $161^{\circ} 11'$. It proved however that the difference was real, and that this was another island. Lieutenant Shortland now kept a north-west course, in which direction the land trended. He ran along the coast about six or seven leagues, and found it formed into an island by two points, the south-east of which he called *Cape Sydney*, the north-west, *Cape Phillip*. Having passed this point, he continued steering in a north-west direction till about seven o'clock the same afternoon, when the men who were reefing the top-sails for the night, discovered land bearing exactly in the ship's course. On receiving this intelligence he immediately brought to, with

the

the ship's head off from the land, and gave a signal for the *Friendship* to do the same. They lay to all night, and the next morning were surprised with

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XVIII.

August 1:

the sight of a most mountainous coast, bearing from north-east by east to west-north-west, about five or six leagues distant. This proved sufficiently that the land seen the preceding day could not be Egmont Island, and Lieutenant Shortland was inclined to think that this was united to it. At six in the morning he bore away west by north, and west by north half north, as the land trended, running along the shore at five or six leagues distance. The most eastern point of this land he called Cape *Henflow*, the most western which was then in sight, Cape *Hunter*. Between these two points the land is very singularly mountainous, the summits of the mountains rising among the clouds to a prodigious height. It may be known by one summit more elevated than the rest, which, from being discovered on the first of August, was named Mount *Lammas*, and is thought in height to equal, if not to exceed the Peak of Teneriffe. This day the latitude was by observation 9° . $58'$. south, and the longitude 160° . $21'$.

Q

east.

CHAP. east. More land still continued to open
 XVIII. to the west-north-west, and the same
 course was therefore kept at an equal
 distance from the shore till three in the
 afternoon, when the water appearing
 suddenly of a different colour, they
 brought to, and sounded, but found
 no ground at 120 fathoms. At four, a
 part of the land which had the appear-
 ance of a harbour, bore north-north-
 east distant seven leagues. The land
 still continued mountainous, and at six
 o'clock bore from north-east to north-
 west by west. The furthest land
 then in sight appeared to be at the dis-
 tance of about thirteen or fourteen
 leagues, and was named *Cape Marsh*.
 At half past six the ships were brought
 to, and lay to for the night, the wea-
 ther being very squally, with violent
 thunder, lightning, and rain.

August 2, Soon after five in the morning of
 1788. August the 2d, the ships made sail
 again, and bore away west by north,
 but the weather being hazy, no land
 was then in sight; many flying fish
 were seen at this time. At eleven,
 there being a prospect of clearer wea-
 ther, Lieutenant Shortland endeavour-
 ed to make the land again. At noon
 the

the latitude was, by observation, 9° . CHAP. 40'. south, and the longitude 158° . 42'. XVIII. east. }

Lieutenant Shortland continued to steer north-west to discover whether he had reached the utmost extent of the land, and at eight in the evening spoke to the *Friendship*, and told the master that he intended to bring to at nine.

At three in the morning, on Sunday August 3, 1788. land was discovered bearing

from north-north-east to north-west, on which the ships stood off again with a light air of wind. At six, the land in sight appeared like several islands, and an endeavour was made to pass between them to the north, but on approaching sufficiently near, it was discovered that all these points were joined together by a low neck of land covered with trees.

As the land rose in nine roundish points, which seamen call hummocks, this place was named *Nine Hummock Bay*. At noon on this day, the ship then standing to the south-west, in latitude 8° . 55'. south, and longitude 158° . 14'. east, the extreme points of land bore from east by north to west, when Lieutenant Shortland named the western point *Cape Nepean*, and the eastern *Cape Pitt*. The intermediate land may, he says, easily

CHAP. be known by the nine hummocks, and
 XVIII. the exact resemblance they bear to
 islands when seen from the distance of
 five or six leagues. They had now
 light airs and calm weather, but at two
 in the afternoon a breeze sprung up
 from the eastward, and at four Cape
 Nepean bore north-west, half west,
 distant five or six leagues. At six the
 Alexander shortened sail, and stood off
 and on for the night under double reef-
 ed top-sails, Lieutenant Shortland ima-
 gining that he had reached the utmost
 extent of this land. At five, on Mon-
 August 4. day morning, the 4th of August he
 1788. made sail again, and at six a bluff point
 of the island bore north-north-west,
 distant five or six leagues: this he call-
 ed Point *Pleasant*. At noon the lati-
 tude was by observation $8^{\circ}. 54'$. south,
 the longitude $154^{\circ}. 44'$. east. Point
Pleasant then bore east by north; at
 four, the most western point of land in
 sight, which was then supposed to be
 the extreme point of the island, but
 proved not to be so, bore north-west
 by north, distant four or five leagues.
 From this mistake it was named Cape
Deception.

Under

August 5,
1788.

Under the persuasion that he had reached the extremity of the land, but desirous to ascertain that point, Lieutenant Shortland kept his ships standing under an easy sail all night. Some islands lying close to Cape Deception, and seeming to form a good harbour, were called *Hammond's Isles*. At day light on the 5th of August, land was again discovered, bearing from east north-east to west by north half north, and forming a very deep bay. This land appeared in six hummocks, like islands, but was joined by a low neck of sand. Not knowing how far it might trend to the north-west, Lieutenant Shortland stood out to the south. At eleven o'clock, the longitude was observed to be $157^{\circ} 30'$ east; and at noon the latitude was also determined by observation to be $8^{\circ} 44'$ south. At the same time, Cape Deception bore north-east four or five leagues distant; and two remarkable hills, from their similarity called the *Two Brothers*, forming the most western point then in view, bore north-west half north, distant ten leagues. At three in the afternoon, they bore away for the *Two Brothers*, which at six bore north-west by

CHAP. by north, distant seven leagues. At
XVIII. eight, the ships lay to for the night.

August 6, At five o'clock in the morning of
1788. Wednesday, August 6th, they made
sail again to the north-west, and at
eight discerned a rock which had exact-
ly the appearance of a ship under sail,
with her top-gallant sails flying. So
strongly were all the Alexander's people
prepossessed with this imagination, that
the private signal was made, under the
supposition that it might be either the
Bouffole or Astrolabe, or one of the
two transports which had parted from
them on the coast of New South Wales.
Nor was the mistake detected till they
approached it within three or four
miles. This rock bore from the Two
Brothers south-south-west distant one
league.

Between ten and eleven, some canoes
were seen with Indians in them, who
came close up to the ship without
any visible apprehension. Ropes were
thrown to them over the stern, of which
they took hold, and suffered the ship
to tow them along; in this situation
they willingly exchanged a kind of
rings which they wore on their arms,
small rings of bone, and beads of their

own

own manufacture, for nails, beads, and other trifles, giving however a manifest preference to whatever was made of iron. Gimlets were most acceptable, but they were also pleased with nails, and pieces of iron hoops. They dealt very fairly, not betraying the least desire to steal or to defraud. But though they so readily suffered themselves to be towed after the ship, they could not by any means be prevailed upon to go along side, and whenever an attempt was made to haul up a canoe by one of the ropes, the men in it immediately disengaged themselves from that rope, and took hold of another. At the same time they appeared extremely desirous that our people should anchor on the coast, and go ashore with them; and, by way of enticement, held up the rind of an orange or lemon, the feathers of tame fowls, and other things, signifying that they might be procured on shore. They presented also to Lieutenant Shortland, a fruit, which he conceived to be the bread-fruit; it was about the size of a small cocoa-nut, brown on the outside and white within, and contained a kind of soft pithy substance which stuck between the teeth, and

CHAP.
XVIII.

and was rather troublesome to chew, besides three or four kernels not unlike chestnuts, but very white. The leaves of the plantain served the Indians to make boxes or small cases, of which every man had one to contain his small rings and beads. At noon a point of land which runs from the Two Brothers, and was now named *Cape Satisfaction*, bore north north-east; and the rock which had been mistaken for a ship was called the *Eddystone*, and bore north by west, distant four leagues. The *Eddystone* bears from *Cape Satisfaction* south south-west, distant two leagues. As the land from *Cape Satisfaction* began to trend northward, Lieutenant Shortland again entertained hopes of finding a passage.

It was understood from the natives that they called the island from which they came, *Simboo*; for whenever an attempt was made to put that question to them, they pointed to the land near *Cape Satisfaction*, and uttered that word. Of these men, Lieutenant Shortland remarks, that they were remarkably stout and well built, from which appearance he very judiciously drew a favourable conclusion with respect

spect to the goodness and plenty of their food. Their superiority over the New Hollanders in size and strength, he says, was very striking. Their canoes, which contained from six to fourteen men, seemed to be well put together, the bows and stems very lofty, carved with various figures, and stained with a kind of red paint; in a word, they were to all appearance formed exactly upon the same model and construction as those of Otaheite. The ornaments worn by the inhabitants of Simboo were large rings of a white bone, one or more of which every man had upon his wrist, and a shell with a feather, which was tied upon the head. Lieutenant Shortland was desirous to purchase one of their lances, but could not obtain it. About two in the afternoon his visitors, finding perhaps that they had followed the ship as far as they could venture to trust themselves, left him, and made immediately for the shore. From what was seen in the possession of these people, there can be no doubt that their land produces coconuts, bread-fruit, bananas, and most other vegetables of the Society and Friendly Isles. Nor was it without the greatest

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greatest regret that Lieutenant Shortland declined the invitations of the natives, and proceeded without touching for refreshments, which doubtless might have been obtained in plenty; but the length and uncertainty of his passage seemed to forbid the least delay; nor was it at this time foreseen how much superior to every other consideration the acquirement of a wholesome change of diet would be found. The bay from which these men had come he named *Indian Bay*. At three P. M. the longitude was, by lunar observation, $156^{\circ} 55'$ east; and at six the furthest land in sight bore north, Cape Satisfaction east by south half east, and the body of the land north-east, distant five or six leagues. The furthest point of land north was named *Cape Middleton*.

August 7,
1788.

After lying to in the night, the ships made sail again at four in the morning of August 7th, and bore away to the north by west. At five, they saw the land which they had left the preceding night, and six or more small islands bearing from north-east to west. These were called the *Treasury Isles*; they are moderately high and seemed to be well clothed

clothed with trees and herbage. At noon, the latitude was by observation CHAP. XVIII.

7°. 24'. south, the longitude 156°. 30'. east; and the north-west extremity of the land then in sight, which was named Cape *Allen*, bore east by south, distant six leagues: Cape Middleton south-east, distant eight leagues. Off Cape Allen lies a small island, to which the name of *Wallis* Island was given. At six in the afternoon the extremes of the islands in sight bore from north-east by east to west by north; and the entrance between two islands, which formed a passage or strait, bore north by east, distant five or six leagues.

The *Alexander* and the *Friendship* had now run from the latitude of 10°. 44'. south, and longitude 161°. 30'. east, to the latitude 7°. 10'. south, and longitude 156°. 30'. east, the whole way nearly in sight of land. As therefore, proceeding westward, to the south of the next land, might have entangled them with New Guinea, Lieutenant Shortland determined to try the passage which was now before him; and being very well convinced, before it was dark, that the way was clear, kept under a commanding sail all night. At ten o'clock

CHAP. o'clock in the evening, the Alexander
 XVIII.

was nearly abreast of the two points that form the passage, and the soundings were very irregular, from ten to thirty fathoms, on a soft, sandy bottom: the anchors were therefore cleared, that they might immediately be dropped if it should prove necessary. At

August 8, two in the morning of August the 8th,
 1788.

a strong ripple of a current was very plainly to be perceived; and by five the ship had nearly cleared the straits. She had then the following bearings: Cape Alexander, south-east; some islands and rocks that lie off the most western island of those which form the straits, west by south; and the remotest point in sight to the north-westward, north-west by north, distant fourteen or fifteen leagues. This point is remarkably high and forms the centre of a large body of land, between the first and last point of the straits on the western side, which were called Cape Friendship, and Cape Le Cras.

These straits Lieutenant Shortland judged to be between four and five leagues in length, and about seven or eight miles broad, running in a north-west direction; and, conceiving himself

to be the first navigator who had sailed through them, he ventured to give them the name of *Shortland's Straits*. CHAP. XVIII.

On comparing his account with the narrative of M. Bougainville, which he had not then by him, there seems to be reason to suspect that this is the same passage through which that navigator sailed at the latter end of June, 1768; and that the island supposed to be called Simboe, is the same which was then named *Choiseul* Island. To corroborate this suspicion, M. Bougainville's description of the canoes and persons of the natives agrees entirely, as far as it goes, with that given by Mr. Shortland*. A small difference in longitude affords the chief reason for doubting the identity of the passage, which, should it be proved, will not detract at all from the merit of the latter navigator, who proceeded entirely by his own attention and sagacity, in a sea

* Some of the vessels indeed were larger. "Il y avoit vingt-deux hommes dans la plus grande, dans les moyennes, huit ont dix, deux ou trois dans les plus petites. Ces pirogues paroissent bien faites; elles ont l'avant & l'arrière fort relevés, &c. Ils portent des bracelets, et des plaques au front et sur le col. J'ignore de quelle matiere, elle m'a paru être blanche." Boug. Chap. v. p. 264.

CHAP. XVIII. a sea unknown to himself and those who were with him, which, if not wholly unexplored, had not, however, been surveyed before with equal minuteness of observation.

Lieutenant Shortland now congratulated himself on having cleared this large tract of land, which he had the greatest reason to suppose united the whole way from the place at which he first fell in with it; as in sailing at a very moderate distance from the coast, he had made every effort in his power to find a passage to the northward. A place called by one of the French navigators, Port Surville, is probably a part of it, as well as Choiseul Bay, but the points seen and described by the French discoverers are very few; and for the knowledge of the form and bearings of the rest of the coast, throughout the whole extent of near three degrees of latitude, and full five of longitude, we are indebted entirely to the researches of Mr. Shortland. The only places in which Lieutenant Shortland suspected there might possibly be a passage which had escaped his observation, was between Cape Phillip and Cape Henflow, and again between the

the capes Marsh and Pitt. The ascer-
taining of these matters he leaves to
other navigators, at the same time re-
commending the route he took as the
safest and most expeditious passage
within his knowledge from Port Jack-
son to China; Middleton Shoal, on the
coast of New South Wales, being the
only place of danger he had hitherto
discovered. Should any objection be
made to passing through a strait, where
a more open sea can be obtained, he
would recommend the much wider
channel between Egmont Island and
Simboo, and not by any means the
whole circuit to the east of the New
Hebrides. To the whole of this land,
consisting of the two principal islands
on each side of the straits, and the
Treasury Isles between them, Lieute-
nant Shortland gave the name of *New
Georgia*. There is, indeed, an island
of Georgia, to the east of Staten Land,
so named by Captain Cook in 1775:
but between these, it seems to be a suf-
ficient distinction to call the one the
Isle of Georgia, and the other New
Georgia. The land on the western
side of Shortland's Straits, continued to
be very high, and extended as far as
the

CHAP. XVIII. the eye could reach; from these circumstances, and from the direction in which it trended, no doubt was entertained of its joining that which was called by Captain Carteret, Lord Anson's Isle. With respect to the charts made of these discoveries, Lieutenant Shortland, though he cannot, from the distance at which they were taken, presume to vouch for the laying down of every single point, as if the coast had undergone a regular survey, undertakes to promise, that they are sufficiently accurate for the direction of any future navigators; as he had, in the course of his progress along it, many opportunities of taking lunar observations.

August 9,
1788.

At six in the afternoon of Saturday, August 9th, the extreme point in sight of the high land to the westward of the passage, bore south-west by south, distant twelve or fourteen leagues: and two islands which the ship had just made, bore north-west by north, distant five or six leagues. They are supposed to lie in latitude $4^{\circ} 50'$ south, and longitude $156^{\circ} 11'$ east. At day

Aug. 10,
1788.

light on Sunday August 10th, Lieutenant Shortland set his steering sails, and

and bore away to the north-west, in order to make more distinctly the islands seen the preceding evening. At six in the morning, four were in sight, and bore south-west, distant six leagues. It was at first thought that they would prove to be the nine islands seen by Captain Carteret; but as neither the number nor the longitude was found to correspond, Lieutenant Shortland afterwards concluded they were not the same; and determined, as the weather appeared squally and unsettled, not to attempt pursuing the tract of that officer through St. George's Channel, but to go round New Ireland.

CHAP.
XVIII.

R

CHAP.

CHAPTER XIX.

Appearance of the scurvy—The boats land at one of the Pelew Islands—Account of the Natives who were seen, and conjectures concerning them—Distresses—The Friendship cleared and sunk—Miserable condition of the Alexander when she reached Batavia—Conclusion.

CHAP.
XIX.

HITHERTO no difficulties had been encountered but such as necessarily attend the exploring of new coasts, wherein the anxiety is fully compensated by the satisfaction of becoming a discoverer: but a dreadful scourge now hung over our navigators, the severity of which cannot easily be conceived, even by those who have been placed in similar scenes, so much did it exceed in degree every thing of the same kind that has been usually experienced. It was about this time, the 10th of August, that the scurvy began

Aug. 10,
1788.

gan to make its appearance, which, for want of the proper remedies, increased to a malignity that was destructive of many lives, rendered it necessary to sacrifice one of the ships, and finally reduced the consolidated crews of both in the remaining transport to such a state of weakness, that without immediate assistance they must have perished even in port, or would have been driven adrift again, from total inability to take the necessary steps for their own preservation. On the thirteenth of August, five seamen of the Alexander were already on the sick list, complaining of pains in the legs and breast, with their gums so swelled, and their teeth so loose that they could not without difficulty eat even flour or rice. The weather was now very variable, often sultry, at other times squally, with occasional showers. The ships were probably at no great distance from some land, as birds were frequently seen in great numbers; and on the 16th the Friendship made the signal for seeing land, but it could not be descried from the Alexander. Sharks were also caught with the hook, and now and then some floating wood and

Aug. 13,
1788.Aug. 16,
1788.

vegetables were observed. On this day the two transports passed the equator. On the 24th, Lieutenant Shortland found by observation, that a current had set the ship to the west north-west or north-west by west of her account, at the rate of eleven miles a day since the 13th, when the last lunar observation had been taken.

Sept. 2,
1788.

The scurvy gained ground rapidly in the *Alexander*, notwithstanding the precautions of smoking the ship, washing with vinegar, and distributing porter, spruce-beer, and wine among the seamen. On the 2d of September six men and a boy, on the 5th eight, and on the 8th ten, were disabled by it from performing any duty. An increase of this kind, in the midst of all the efforts that could be made to counteract the malignity of the disorder, gave but too certain a prognostic of the ravages it was afterwards to make.

Sept. 10,
1788.

About noon on the 10th of September, the looming of land was discerned to the westward, which an hour after was clearly perceived, bearing west north-west, at the distance of six leagues. As the ships were then in latitude about $6^{\circ} 49'$ north, and longitude

tude $135^{\circ} 25'$ east, it is evident that this must have been one of the Pelew Islands, lately so much celebrated for their hospitable reception of Captain Wilson and his crew. As the account of that voyage was not then published, and Lieutenant Shortland had no charts with him that noticed these islands, he concluded that he was among the most southern of the New Carolines; but finding his longitude, from accurate observation, to be more westerly than the situation of those islands, he conceived their longitude to be laid down in the charts erroneously. At six in the morning, September 11th, a small island not seen before, bore west south-west, distant five leagues; and the wind coming round to the south south-west, Lieutenant Shortland bore away for the passage between the two islands. At nine, having entered the passage, he sounded and found thirteen fathoms, with a fine sandy bottom, and a strong current setting through very rapidly. Many cocoa-palms were seen on the shore, and excited an earnest expectation of procuring effectual refreshment for the sick: a boat from each of the ships

Sept. 11,
1788.

CHAP.
XIX.

ships was therefore manned and sent out. While the boats were sounding a-head, many Indians approached in their canoes, and by signs invited our people to shore, giving them to understand that they might be supplied with cocoa nuts and many other things; but when they attempted to land at a place which had the appearance of a Morai or burying-place, they would not suffer it, insisting that they should proceed further one way or the other. In the mean time many persons of both sexes swam off from shore, holding up bamboos* full of water, which they imagined the ships to want. Mr. Sinclair, the Master of the *Alexander*, being in the boat, brought the following account of this expedition. "Finding I could not make them understand that I wanted cocoa-nuts, and not water, I was resolved to land, and therefore put on shore as soon as I found a convenient place, amidst a concourse of between three and four hundred people. I immediately fixed upon an old man, (whom, from an ornament of bone upon

* Bamboos were the only water vessels in the Pelew Islands. See *Wilson*, chap. xxv. p. 312.

upon his arm, I concluded to be a chief) and made him a present of some nails and beads, which were accepted with evident pleasure, and immediately conciliated his friendship. This was a fortunate step, as he afterwards often showed his authority by checking the most insolent of his people when they pressed forward and endeavoured to steal whatever they could seize. One seaman holding his cutlass rather carelessly had it snatched from him, and the thief had so well watched his opportunity, that he was almost out of sight before he was distinguished. Notwithstanding the offers of the natives in the canoes, I could not procure above thirty cocoa-nuts, and those green; whether it was that the people did not comprehend my signs, or that they were not inclined to carry on the traffic. These islanders were well limbed men, moderately tall, with long hair: many of them chewed the betel nut, and these were all furnished with a small hollow stick, apparently of ebony, out of which they struck a kind of powder like lime*. Their arms

* This was the *Chinam*, or coral, burnt to lime, always used with the betel. See *Wilson's Account*, p. 27. The *Areca* is the nut, the leaves only of betel are used. These are produced by different plants.

CHAP. arms were a lance, and a kind of adze
 XIX. hung over the shoulder; some men
 carrying one, and others two. These
 adzes were of iron, and evidently of
 European manufacture. As the place
 where we landed was very rocky and
 unpleasant for walking, when I found
 myself unsuccessful in the chief object
 for which I was sent out, I returned as
 expeditiously as I could. In return
 for my presents, the old chief gave
 one to me which was not equally ac-
 ceptable. It was a mixture of fish,
 yams, and many other things, the
 odour of which, probably from the
 staleness of the composition, was very
 far from being agreeable. When we
 first landed, many of the natives re-
 peated the word, *Englees*, as if to en-
 quire whether we were of that na-
 tion, but when they understood that
 we were they shook their heads and
 said, *Espagnol*: possibly, therefore, the
 discovery of our nation might prevent
 them from being as courteous on shore
 as they had been in their canoes."

From some of the above circum-
 stances it is undeniably evident that
 these people have had intercourse with
 Europeans, and probably with the Spa-
 niards;

niards; and from the aversion which CHAP. XIX. they expressed to the *English*, it seems not an unfair conjecture that this island might perhaps be *Artingall*, where our countrymen had distinguished themselves five years before by the assistance they gave to a hostile state*: but if so, their knowledge of the Spaniards must have been posterior to the departure of the *English*, who from the narrative must have been the first Europeans seen there. Had the adventures of the *Antelope's* crew been then made known to the world, Lieutenant Shortland would with joy have presented himself before the beneficent Abba Thulle; and probably by obtaining a stock of fresh provisions and vegetables might have preserved the lives of many of his companions, and prevented the sufferings of the rest; but he was not fortunate enough to know that so propitious a retreat was within so small a distance.

His

* It might, perhaps, be thought by some readers, that if this had been the case they would now have endeavoured to take revenge, but we find from Captain Wilson's narrative, that all animosity was dropped as soon as peace had been established with the inhabitants of Pelew. See that work, Chap. xvi. p. 92.

CHAP.
XIX.

His people were doomed to find their distresses augmented instead of diminished. Towards the latter end of September, agues and intermittent fevers began to prevail among them; the proportion of those disabled by the scurvy was constantly great, some deaths had happened, and the few men who still had health enough to carry them with difficulty through the necessary duty, were subject to the swelling of the legs, and harassed by violent pains in the breast. Hitherto the Friendship had been much more happily circumstanced. On the 23d of September she was spoken to, and had then only one man disabled by the scurvy: but this advantage was of short duration, and the more rapid increase of the malady made a fatal compensation for the greater delay of its commencement.

Sept. 23,
1788.

Sept. 27,
1788.

On the 27th of September, about noon, the Alexander made the land of Mindanao. It bore from west by north to north-west by west, distant fourteen leagues. Part of it was remarkably high, and at this distance appeared like a separate island, but on a nearer approach was found to be all connected.

connected. On the 30th, about four CHAP.
 in the afternoon, Hummock Island XIX.
 bore west by south, half south, dis-
 tant six or seven leagues. In all this Sept. 30,
1788.
 sea a strong current constantly set the
 ship considerably to the south of her
 reckoning. On the third of October Oa. 3d.
 the wind fell suddenly, and the Alex-
 ander being in great danger of driving
 with the current upon the shore of
 Karkalang or Sanguir Island, was ob-
 liged to drop her anchor, which hap-
 pily brought her up in forty fathoms
 water. In the evening of the 17th, Oa. 17.
 the Friendship actually struck upon a
 reef on the coast of Borneo, when the
 Alexander immediately cast anchor,
 and sent a boat to her assistance; but
 at day light the next morning it ap-
 peared that she also lay so encompassed
 with sand-keys and shoals, that it was
 difficult to discern how she had sailed
 into that situation, or what track she
 must pursue to be extricated from it.
 The Friendship, however, fortunately
 got off from the reef without sustain-
 ing any material damage: and in the
 morning of the nineteenth a narrow Oa. 19.
 channel was found, through which the
 Alexander with difficulty sailed out of
 her

CHAP.
XIX.

her dangerous station. Attempts had been made to weigh anchor the preceding day, but the wind failing, the force of the currents prevented it. The ships were at this time not more than eight leagues from the coast of Borneo.

The scurvy had now brought both the crews to a most pitiable situation. The *Alexander* had lost eight of her complement, and was reduced to two men in a watch, only four seamen and two boys being at all fit for duty: and though these were willing to do their best, and further encouraged by the promise of double wages when they should arrive at Batavia, their utmost exertions were inadequate to the necessities of the ship, which they were hardly able to put about; nor could they have weighed even a small anchor had the currents obliged them to bring to again. The *Friendship* had only five men not disabled, and was by no means well provided with provisions. In this melancholy state of both ships, the western monsoon being expected soon to set in, it was indispensably necessary to give up one for the sake of preserving the other. Upon this subject the masters consulted, and after

after some time came to an agreement. CHAB. XIX.
 As the Friendship was the smaller vessel, and would be cleared more easily than the Alexander, having fewer stores on board, Mr. Walton, her master, consented that she should be evacuated and sunk, on condition that he should be allowed half freight of the Alexander. In four days the Friendship had her crew and stores transferred to the Alexander, after which she was bored and turned adrift. The ship's company thus made out from both vessels was of no great strength, not amounting to half the proper complement of the Alexander, nor was it more than, allowing for the further ravages of disease, was absolutely necessary to work that ship to Batavia.

The

CHAP.
XIX.

The following list contains the whole number of persons now on board the Alexander.

Belonging to the ALEXANDER.

In Health.	{	Lieutenant Shortland, Commander.	
	{	Duncan Sinclair, Master.	
	{	W. A. Long, first Mate.	
	{	T. G. Shortland, second ditto.	
	{	John Winter,	} Seamen.
	{	Ant. Hedley,	
	{	Edward Waters,	
Sick.	{	John Lewis,	} Boys.
	{	Thomas Frazer,	
	{	John White,	
	{	Charles Clay,	} Seamen.
	{	James Stockell,	
	{	Robert Ranson,	
	{	William Dixon, Boy.	

From

From the FRIENDSHIP.

Well. { Francis Walton, Master.
 Robert Laurence, first Mate.
 J. Walton, second ditto.
 Robert Barnes, Boatswain.
 William Hern, Steward.
 William Bruce, Cook.
 James Craven, } Seamen.
 William Allen, }
 John Philpot, Corp.
 Corn. Du Heg,
 R. Smith,
 Sick. { Robert George, } Seamen.
 Rich. Sandell, }
 John Morris, }
 Robert Cockran, }
 Lieutenant Collins, a passenger.

On the 29th of October, at five in the morning, a land wind springing up from the coast of Borneo, within six miles of which the Alexander had lain at anchor, she got again under way, and at ten was abreast of the point that forms the entrance into the harbour of Pamanookan. At five in the afternoon Pulo Lahoot bore from south south-west to south-west by south, distant twelve

October
29.

CHAP.
XIX.

twelve or fourteen leagues; but the wind being now southerly, and the current strongly against the vessel, she did not get round this island till November the 5th.

Wine was constantly served in due proportions to the sick and well, but neither that, nor any other remedy that could be tried, amended the condition of the people. Sickness continued to spread among them, insomuch that in the beginning of November only one man besides the officers was able to go aloft. A short alarm by no means added to the comfort of their condition: on the first of this month four large boats, three of which rowed eighteen oars, and the fourth not less than twelve or fourteen, bore down upon the ship, apparently with hostile intentions. When they approached within about a mile they lay to, as if to consult with each other, and then continued to row and sail after the Alexander. Lieutenant Shortland hoisted English colours, which one of the boats answered by hoisting Dutch, and another Portuguese colours. They continued in chase till five in the afternoon, and it was imagined that their design was to board and

Novem-
ber 1,
1788.

and seize the ship in the night. During the pursuit the little strength that could be raised was put in motion, all were stationed at their quarters, and the carronades and great guns put in order. When these preparations were made, Lieutenant Shortland determined to show his own resolution, and to try that of his assailants, by firing a shot in a direct line over them. This was done accordingly, and fully answered the intention, for they immediately desisted from the pursuit, and made hastily for the shore.

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Had the Alexander been at this time a very few days sail more distant from Batavia, she must inevitably have been lost, not from any stress of weather, or danger of coasts or shoals, but merely from inability to conduct her into port, as every man on board must have been totally disabled. On the 17th of Nov. 17. vember only one man was fit for work, besides the officers; a very little longer continuance would have reduced her to the condition of floating at the mercy of winds and waves, without any possibility of assisting, impeding, or directing her course. At six that evening, the wind being too scanty to carry her

S

into

CHAP.
XIX.

into the roads of Batavia, an effort was made by all indiscriminately who were able to work, and anchor was cast between the islands of Leyden and Alk-mara; soon after a gun was fired, and a signal made for assistance. At two

Nov. 18. in the afternoon on the 18th, as no assistance arrived, the still greater effort of weighing anchor was tried, and the task performed with the utmost difficulty; after which, standing in with the sea breeze, the ship came again to anchor at five, in nine fathoms. The boat was now hoisted out, and sent to beg assistance from the Dutch Commodore, the crew of the Alexander being so much reduced as to be unable to furl their own sails. A party was immediately sent to assist, and six of the Dutch seamen remained on board all night, lest any blowing weather should come on. Never, perhaps, did any ship arrive in port more helpless, without being shattered by weather, from the mere effects of a dreadful and invincible disorder.

Nov. 19. At five in the morning of the 19th, the welcome sight appeared of a boat from the Dutch Commodore, which he had humanely laded with refreshments. She

She brought also a boatswain's mate HAR. XIX
and twelve seamen to assist in refitting
the ship for sea. The sick were sent
on the 20th to the hospital, where se- Nov. 20.

veral of them died, being too far gone
for any accommodation or skill to re-
cover. From the Bridgewater and
Contractor East Indiamen, which lay
in the road when the Alexander ar-
rived, and from the Raymond, Asia,
and Duke of Montrose, which came
in a few days after, with the assistance
of a few men from the Dutch Com-
modore, a fresh crew was at length
made up, in which only four of the
original seamen remained, the rest be-
ing either dead, or not enough reco-
vered to return with the Alexander,
when she sailed again on the 7th of Dec. 7.
December.

The remaining part of the voyage
was attended with few circumstances
worthy of notice, and was made in a
track sufficiently known to all naviga-
tors to permit us to dispense with a mi-
nute description of it. At the Cape
they met with Captain Hunter, in the
Sirius, who, when the Alexander ar-
rived, on the 18th of February, 1789, Feb. 18,
1789.
had been in Table Bay six weeks.

CHAP. XIX. From him Lieutenant Shortland learned that the Borrowdale and the Prince of Wales transports, which had parted from him on the coast of New South Wales, had returned by the southern passage, and had been heard of from Rio de Janeiro. In Table Bay the Alexander remained at anchor till the 16th of March, when she sailed again, and arrived off the Isle of Wight on the 28th of May.

Thus concluded a voyage, the first part of which was enlivened and rendered important by discoveries; the next involved in gloom through the virulent attacks of distemper, and the frequent inroads of death. Much was certainly performed, and very much was suffered, but from the whole we are authorised to conclude, that the settlement of our countrymen on the new southern continent, must powerfully tend to the improvement of navigation, and the extension of geographical knowledge. Nor is it necessary, that any ill-omened apprehensions should be excited by the misfortunes of the Alexander and the Friendship. It may not happen again that ships shall quit Port Jackson so ill prepared with
antidotes

antidotes against the malignant poison CHAP.
 of the scurvy: nor, if they should, is XIX.
 it by any means certain that their visi-
 tation will be equally severe.

LATITUDES

LATITUDES and LONGITUDES of CAPES, HEADLANDS, ISLANDS, and SHOALS, according to the Track of the ALEXANDER, under the Directions of Lieutenant JOHN SHORTLAND, Agent for Transports.

		Latitude.	Longitude.
COAST OF NEW GEORGIA.	Middleton Reef off the coast of New South Wales	29 20	158 48 E.
	Sir Cha. Middleton's Island, off ditto	28 10	159 50
	Cape Sydney	10 48	161 41
	Cape Phillip	10 34	161 25
	Cape Henflow	10 00	161 12
	Cape Hunter	9 42	160 37
	Cape Marsh	9 21	159 30
	Cape Pitt	8 55	159 03
	Cape Nepean	8 51	158 10
	Cape Deception	8 33	157 37
	Hammond Isles	8 46	157 39
	Point Pleasant	8 50	157 50
	Indian Bay		
	Cape Satisfaction	8 09	157 06
	The Eddystone	8 12	157 08
	Cape Middleton	7 45	156 48
	Cape Allen	7 28	156 48
	Cape Stephens	7 13	156 17
	Point Danger	7 00	156 27
	Cape Alexander	6 50	156 40
	Lord Hood Island	7 15	156 48
	Cape Friendship	6 50	156 08
	Shortland's Streights	6 55	156 30
	Cape Le Cras	5 50	156 08
	Cape Binmer	6 17	155 58
	Treasury Islands, from lat. 7. 30. south, and long. 156. 08. east, to lat. 6. 38, and long. 156. 27.		
	The Four Islands	4 50	156 10
	The passage between the two southernmost of the Paulos, or New Carolines	6 50 N.	135 25 E.
	Cape St. Augustin on the island Mindanao	6 13	126 26
	Hummock Island off ditto	5 26	125 50

CHAPTER XX.

Lieutenant Watts's Narrative of the Return of the Lady Penryhn Transport ; containing an Account of the Death of Omai, and other interesting Particulars at Otaheite.

THE Lady Penryhn, Captain Sever, CHAP. XX.
 left Port Jackson on the 5th of May, }
 1788. In the evening of the 7th, ima- May 5,
 gining they saw a fire on shore, they 1788.
 founded, but found no bottom with May 7.
 ninety fathoms of line. By their ob-
 servation at noon, on the 9th, they May 9.
 found a current had set the vessel eighty miles to the southward since their leaving Port Jackson. The scurvy began already to make its appearance amongst them; one man was rendered unfit for duty, and several others complained very much. The weather in general was squally, with thunder, lightning,

- CHAP. lightning, and rain. In the morning
 XX. of the 14th they saw an island bearing
 May north-east, half north, 18 or 20 leagues
 1788. distant, which made in two detached
 May 14. hummocks: At seven in the afternoon,
 the island seen in the morning was
 about nine leagues distant, on which
 they brought to for the night, and next
 Thursday morning made sail and stood for it. At
 15. noon they spoke to the Supply, Lieu-
 tenant Ball, who informed them that
 this island is named Lord Howe's Island.
 During the afternoon and night they
 stood off and on, and at nine o'clock
 Friday 16. the next morning a boat was hoisted
 out, and Lieutenant Watts with a party
 went on shore in search of turtle, but
 they could distinguish no traces of any,
 though the different bays were very
 closely explored: about noon, Mr.
 Watts returned on board. This disap-
 pointment did not deter them from
 making another effort, as some turtle
 would have been a very valuable ac-
 quisition: accordingly Mr. Anstis went
 with a party in the pinnace to try his
 Saturday success in the night. About noon the
 17. next day Mr. Anstis returned without
 having seen one turtle, but to make
 some amends, the party had met with
 great

great success in fishing, have caught a CHAP.
sufficient quantity to serve the ship's XX.
company three or four days.

May,
1788.

Lord Howe's Island was discovered by Lieutenant Ball on his passage to Norfolk Island in the month of February, and on his return he stopt and surveyed it; at that time he caught a quantity of fine green turtles, of which there were great numbers: this induced Governor Phillip to send the Supply a second time to this island, but she then was unsuccessful, the weather probably being so cold as to occasion the turtle to remove to the northward. The island is about two leagues in extent, and lies in the direction of north 30° . west, and south 30° . east; the south-east end making in two very high mounts, which may be seen at the distance of more than twenty leagues, and at first appear like two detached isles. About three leagues from these, and nearly in a south-east direction, is a remarkably high and pointed rock,* which may be seen at least twelve leagues off; from this there are dangerous rocks extending three or four miles, both in a south-east and south-west line; those to the south-

* Ball's Pyramid.

CHAP. south-west not shewing themselves
XX. above water: there are also rocks extending four or five miles off the north-west and north-east ends of the island, which is of a moderate height. Both extremes are bluff, and there appears to be much foul ground about them: within the north-west point lies a rock with eleven fathoms water close to it, and there is a passage between it and the island. The reef on the west side extends nearly to both extremes with breaks in it, through which boats may pass with safety, but within the reef it is in general very shoaly. The island is tolerably broad at each end, and very narrow, with low land in the centre, forming two bays, that should the wind be from south-east to north-east, or south-west to north-west, a ship may always be secure by running to the leeward of the island. There are regular foundings on the west side, but the ground is too hard for holding well, being coral rocks. The east side they did not examine. The low narrow part has evidently been overflowed and the island disjointed, for in the very center, as they walked across, they saw large beds of coral rocks, and shells in
great

May 1788.

great abundance; and on the east side, CHAP.
 which seems in general to be the wea- XX.
 ther side, the sea has thrown up a
 bank of sand, from twenty-five to
 thirty feet in height, which serves as a
 barrier against future inundations. The
 island has likewise every appearance of
 having undergone a volcanic revolution,
 as they found great quantities of
 burnt stone and pumice stone; and Mr.
 Anstis, who landed on the reef which
 shelters the west bay, at dead low water,
 found the whole a burnt up mass.

May.
 1788.

The inhabitants of this island were
 all of the feathered tribe, and the chief
 of these was the ganet, of which there
 were prodigious numbers, and it should
 seem that this is the time of their incu-
 bation, the females being all on their
 nests: these are places simply hollowed
 in the sand, there not being a single
 quadruped that could be found upon
 the island to disturb them. The peo-
 ple brought numbers of their eggs on
 board. Very large pigeons were also
 met with in great plenty; likewise
 beautiful parrots and parroquets; a
 new species, apparently, of the coote,
 and also of the rail, and magpie; and
 a most beautiful small bird, brown,
 with

CHAP. with a yellow breast and yellow on the
XX. wing; it seemed to be a species of
hummingbird: there was also a black
bird, like a sheerwater, with a hooked
bill, which burrows in the ground.
Numbers of ants were seen, which
appeared the only insect at this place,
except the common earth worm. The
soil is of a sandy nature, and fresh
water extremely scarce in those places
which they had an opportunity of exa-
mining.

May,
1788.

This island is well covered with
wood, the chief of which is the large
and dwarf mangrove, the bamboo, and
the cabbage tree. The different vege-
tables met with were scurvy grass,
wild celery, spinach, endive, and
samphire.

From the mean of all their observa-
tions they found this island to be situa-
ted in $31^{\circ}. 30'. 49''$. south latitude, and
by comparing their lunar observations
with those of Lieutenant Ball, they
found its longitude to be $159^{\circ}. 10'. 00''$.
east of Greenwich. The mean state of
the thermometer, during their short
stay, was 66° . and the variation of the
compass, by many observations, was
found to be 10° . east. In the after-
noon

noon the pinnacle was hoisted in, and they made sail to the eastward with a fresh breeze at south-west. Nothing material occurred till the 31st, when about three o'clock in the afternoon they saw two islands, one bearing north-east, half east, seven leagues, and the other east by south, about six leagues distant. Not having an opportunity of getting well in with the land before night came on, they plied occasionally under an easy sail, and at daylight next morning made sail and bore up for it. On approaching the southernmost land, they found it to form two barren isles, separated by a channel about a quarter of a mile over, and apparently free from danger: the north island lies in a north half east direction from these, and about five leagues distant. At noon, the body of the north island bore north-east by north three miles distant: their latitude at that time was $30^{\circ} 11'$ south, and the longitude by lunar observation $180^{\circ} 58' 37''$ east. At one o'clock they bore round the west end of the island, and hove to near the center of it, about a mile off shore. They were in hopes, from the appearance of the island at a distance,

CHAP.

XX.

May
1788.

Sat. 31.

June,
1788.

Sund. 1.

CHAP. distance, that they should have found
 XX. it productive of something beneficial
 to the people, (the scurvy gaining
 ground daily) but they were greatly
 disappointed; both the north and south
 sides are surrounded by rocks, over
 which the water flows, without the
 least opening for a boat; however,
 Capt. Sever ordered the small boat to
 be hoisted out, and went on shore ac-
 companied by Mr. Anstis: they found
 great difficulty in landing, and, when
 upon the rocks, they had to mount a
 very dangerous precipice, in order to
 gain the level part of the island. This
 island forms very high at the west end,
 and slopes gradually to the east end,
 where it terminates in a cliff of a mo-
 derate height: both sides have a range
 of these cliffs extending the whole
 length, which are chiefly composed of
 white sand. The whole of the island
 bears the strongest marks of being a
 volcanic production, having great
 quantities of pumice stone on it, and
 the rocks quite burnt up. The top of
 the land was covered with a coarse
 kind of grass, and the place affords
 great plenty of the wild mangrove.
 The extent of this island is about two
 miles

miles and an half, nearly in the direc-
 tion of east-south-east and west-north-
 west; the soil a mixture of mould and
 sand. The inhabitants are the brown
 gull, the light-grey bird, ganets, and
 a parroquet of the same species with
 those met with at Lord Howe's Island.
 The gentlemen could scarcely walk a
 step without being up to the knee in
 holes: they saw a great number of
 rats and mice, and found many birds
 lying dead at the entrances of their
 burrows: they saw no appearance of
 fresh water, though from the gullies
 that were formed in various parts, the
 island must certainly be subject to very
 heavy rains. This island was named
Macaulay's Island, after G. M. Macaulay,
 Esq. and the two islands to the south-
 ward, *Curtis's Isles*, after Timothy and
 William Curtis, Esqrs. At five in the
 afternoon, the Captain returning on
 board, the boat was hoisted in, and
 they made sail, standing to the east-
 ward with a moderate breeze at south-
 west. *Macaulay's Island* is situated in
 30°. 09'. south latitude, and 180°. 58'.
 37". east longitude.

CHAP.

XX.

June,

1788.

The scurvy now began to spread
 very fast among the crew, and by the
 6th,

Frid. 6.

CHAP. 6th, they had nine men unable to get
 XX. out of their hammocks, and many
 others complained very much: swelled
 gums, the flesh exceeding black and
 hard, a contraction of the sinews, with
 a total debility; were the general ap-
 pearances. Wine was daily served out
 to them, and there was four-krount on
 board, but the people refused to eat it.

June, 1788.
 Tues. 17. From this to the 17th they had little
 variety; by that time the people were
 in a deplorable state, for with every
 person on board, the Captain included,
 they could only muster ten men able to
 do duty, and some of them were in a
 very weakly state: four-krount, which
 before had been refused, now began to
 be sought after, and they had all the
 Captain's fresh stock, himself and of-
 ficers living solely on salt provisions;
 and to add to their melancholy situa-
 tion the wind hung almost constantly
 in the eastern board, so that they could
 scarcely make any progress. For se-
 veral days they had very squally unset-
 tled weather, attended with almost
 constant heavy rain, and frequent
 Tues. 24. storms of thunder and lightning. On
 the 24th, being then in $32^{\circ} 12'$ south
 latitude, and $207^{\circ} 28'$ east longitude,
 the

the wind shifted to the westward, but the weather still continued squally and unsettled. On the 7th July, in 21° 57' south latitude, they fell in with the south-east trade wind, and as the people were in a very weak condition, it was determined to make Otaheite as soon as possible. At six o'clock in the morning of the 9th, they saw Osna-
burgh Island, bearing north by east, half east, four or five leagues distant. At seven they bore up for Otaheite, and at ten o'clock that island made its appearance, bearing west by north; by five in the afternoon they were abreast of Oaitepeha Bay, and ten canoes presently came alongside with bread-fruit, cocoa nuts, &c. The Indians pressed them very much to come to an anchor there, but as they were not able to purchase their anchor again when once let go, Mr. Watts advised the Captain to stand on for Matavai Bay. During the night they wore occasionally, and at day-light in the morning of the 10th stood in for the land. At noon, Point Venus bore south-west by south about three miles distant. In standing into Matavai Bay the ship got rather too close on the Dolphin Bank, having
T only

CHAP.

XX

July,
1788.

Mond. 7.

Wed. 9.

Th. 10.

CHAP.

XX.

July,

1788.

only two and a half fathoms water for several casts, over a hard bottom, but she deepened at once to seventeen fathoms, and they stood over to the south side of the bay, in hopes by making a board, to fetch the Resolution's old birth, which would have made the watering place very handy; but the ship missing stays, they were obliged to let go the anchor, and content themselves in their situation. They anchored at nine o'clock in eight fathoms water, over a soft bottom, Point Venus bearing north-north-east, and One Tree Hill south by east, half east, distant from shore about half a mile. On approaching the bay, they could perceive a prodigious number of the natives on Point Venus, and round the beach, and several canoes put off from the shore, the Indians waving pieces of white cloth and making signs for them to come into the bay. When anchored they had only three men in one watch, and two in the other besides the mates, and two of these ailing; the rest of the crew were in a truly deplorable state.

Their first care was naturally to procure some refreshments, and it was a pleasing circumstance for them to see
the

the natives flock round the ship, calling out "*Tayo Tayo*," which signifies friends; and "*Pahi no Tutti*," Cook's ship; and bringing in very great plenty of cocoa nuts, bread fruit, plantains and taro, and a fruit known by the name of the Otaheite apple; they also brought some hogs and fowls. All the Indians appeared glad to see them, and disposed of their various commodities on very moderate terms, and indeed their whole behaviour indicated the most friendly intentions. In the evening, the Chief of Matavai came on board, and in him Lieutenant Watts recollected an old friend: the Chief was greatly pleased to see Mr. Watts, as he was the only person in the ship who had been here before, except the steward, who had been before the mast in the *Resolution*; therefore, when *Mona* (which was the chief's name) saw his old acquaintance, he explained to his companions who he was, and that he had been with Capt. Cook, and they seemed very glad to have some of their old visitors again. Mr. Watts learnt from *Mona*, that *Otoo* was still living, that he was always called *Egaree Tutti*, and then was absent on a visit to the eastward,

CHAP.

XX.

July,

1788.

CHAP. XX. eastward, but expected to return in four or five days: At the same time, he said, messengers had been sent to acquaint him of the ship's arrival. He also informed Mr. Watts, that Maheine, the chief of Eimeo, to retaliate the mischief done him by Capt. Cook, had, after the departure of the Resolution and Discovery from the islands, landed in the night at Oparree, and destroyed all the animals and fowls he could lay hold of, and that O'too was obliged to fly to the mountains. He likewise intimated that the Attahooroo men joined Maheine in this business. Indeed, it occurred to Mr. Watts, that when here, in the Resolution, Toha, the chief of that district, threatened something of the kind in a quarrel with O'too, and probably smothered his resentment only for a time, fearful of Capt. Cook revenging it, should it come to his knowledge. The next day, Oediddee agreeably surprised them with a visit on board: he was greatly rejoiced to see them, and enquired after all his friends in a very affectionate manner: He took great pleasure in recounting his route in the Resolution, had treasured up in his memory the
names

July,
1788.

Frid. 11.

names of the several places he had been at in her, nor had he forgot his English compliments. He informed them that no ship had been at the islands since Capt. Cook: therefore, they concealed his death, and Capt. Sever made Oediddee a present, as coming from Capt. Cook. Oediddee confirmed the report of the cattle, &c. being destroyed by Maheine, and likewise informed them that Omai, and the two New Zealand boys had been dead a considerable time through illness, and that one horse only was alive at Huaheine, but they could not learn any further particulars from him.

CHAP.

XX.

July,
1788.

In the evening of the 13th, a messenger came on board with a present from O'too of a small pig, a dog, and some white cloth, and intimated that he would be at Matavai the next day.

Sund. 13.

Early in the next morning but few canoes came off to the ship, and the natives were observed assembling on the shore in prodigious numbers: soon afterwards, a canoe came alongside and informed them that O'too was on the beach; on this, the Captain and Mr. Watts went on shore immediately, and found

Monday

14.

CHAP. found him surrounded by an amazing
 XX. concourse of people, amongst whom
 were several women cutting their fore-
 heads very much with the shark's tooth,
 but what both surprised and pleased
 them very much, was, to see a man
 carrying the portrait of Captain Cook,
 drawn by Webber in 1777. Notwith-
 standing so much time had elapsed since
 the picture was drawn, it had received
 no injury, and they were informed that
 O'too always carried it with him where-
 ever he went. After the first saluta-
 tions were over, Mr. Watts asked O'too
 to accompany him to the ship, to which
 he readily agreed; but previously to his
 entering the boat he ordered the por-
 trait in, and when he got alongside
 the ship he observed the same cere-
 mony. When on board he appeared
 much pleased, asked after his old friends,
 and was very particular in his enquiries
 after Captain Cook. He visited the
 ship between decks, was astonished to
 see so few people on board, and the
 greatest part of them in a debilitated
 state, and enquired if they had lost any
 men at sea. He acquainted him with
 the revenge taken by the Eimeo people,
 and asked why they had not brought
 out

out some cattle, &c. He also mentioned the death of Omai, and the New Zealand boys, and added, that there had been a skirmish between the men of Uliatea and those of Huaheine, in which the former were victorious, and that a great part of Omai's property was carried to Uliatea. O'too was considerably improved in his person, and was by much the best made man of any that they saw; nor was he, as yet, disfigured by the baneful effects of the *ava*. He preserved his original character in supplying the ship with provisions of every kind in the most liberal manner; and when any of the natives who had come from a considerable distance, begged his intercession with them on board to take their hogs, &c. off their hands, (which, on account of the few people they had, they were often obliged, much against their inclination, to refuse) he was very moderate: indeed, he generally left the matter to themselves, and whenever he undertook to dispose of another person's property was always well paid for his trouble. During their stay at Otahete he daily paid them a visit, and importuned the Captain very much to move the ship into

CHAP.
XX.
July,
1788.

CHAP.

XX.

July,
1788.

into the Resolution's old birth; where she then lay, she was nearly in the situation of the Dolphin on her first anchoring; and though at some distance from the watering place, yet, considering the small number of people on board, and their weak situation, the Captain judged it prudent to remain where he was, as in case of necessity he could put to sea instantly.

O'too was always accompanied by a woman, whose advice he asked upon every occasion; she was by no means handsome, neither did she possess that delicacy, or those engaging manners that so much distinguish her countrywomen in general: she was of the Earree class, and seemed to have great authority; but whether or no she was his wife they did not learn, though Mr. Watts was rather inclined to think they were married, and he appeared to be greatly attached to her. The king and all the chiefs were very urgent for Captain Sever to go to Eimeo, and revenge their quarrel, and several of them offered to get a stock of provisions and accompany him; however, to this request he gave a positive refusal. About three days before they quitted Matavai

Bay,

Bay, O'too brought the ring of an anchor on board, observing it might be made into small hatchets: Mr. Watts upon examining it, recollected that it certainly belonged to an anchor which Captain Cook bought of Opooni, at Bola Bola, in 1777: as there was no forge on board the Lady Penrhyn, the Captain offered O'too three hatchets for it, which he readily took. When Captain Cook bought the anchor just mentioned it wanted the ring and one of the palms, and at that time they knew that it had been carried from Otaheite, and belonged to Monf. Bougainville: how O'too came by the ring, Mr. Watts could not learn, but had he possessed it when the Resolution was here, it is reasonable to suppose he would have brought it to Captain Cook, and the more so as at that time the natives used to bring many large pieces of iron (which they had obtained from the Spaniards) to be either worked up or exchanged for trinkets. Though from the season of the year they had reason to expect a scarcity of vegetables, yet they were agreeably surprised to find them in the greatest plenty and profusion; hogs were multiplied amazingly, and

CHAP.

XX.

July,
1788.

CHAP.
XX.July.
1788.

and from the proceedings of the natives, Mr. Watts was induced to think they were desirous to thin them, as they brought none to barter but fows, and the greatest part of them were with pig: fowls were obtained in tolerable plenty, but they were all cocks, and old; the natives likewise brought goats alongside for sale, and some of them brought cats and offered them in barter. Captain Sever purchased a fine male and milch goat with two kids.

Cocoa nuts are a never failing article at this place, and the bread-fruit, which was so scarce when the Endeavour was here at the same season of the year, was now exceedingly plentiful, and in high perfection, as was the Otaheite apple; plantains, both ripe and green, and taro, the natives brought in great quantities, but yams and sweet potatoes were very scarce. They purchased seven or eight dozen of pumkins, and a quantity of chilipods, which were some of the produce of the Resolution's garden, and one of the Indians brought some cabbage leaves on board, but the cabbages, as well as sundry other vegetables, were gone to ruin for want of proper care and attention. The natives could

could not be enticed to eat any of the CHAP.
pumpkins, and the chilipods they said XX.
poisoned them.

July,
1788.

It already has been observed, that no ship of any nation had visited this island since Captain Cook, and from appearances, the iron which the natives obtained at that time was pretty well exhausted, as the only iron now seen was the blade of a table-knife; neither did they bring any tools on board to be sharpened, which certainly would have been the case had they been possessed of any, and such was their avidity to obtain hatchets, knives, &c. that every produce the island afforded was purchased at very reasonable rates, nor were the first prices given, attempted to be altered during their stay. Besides hatchets, knives, and nails, the natives were very desirous to have gimlets, files, and scissars; they also asked for looking-glasses, and white transparent beads, but of these latter articles they had none on board: red feathers, which had formerly been held in great esteem, were now of no value; they would accept them as presents indeed, but would not barter any one article for them.

As

CHAP.

XX.

July,
1788.

As their situation was not a very eligible one, Mr. Watts did not think it prudent to go any great distance from the ship, or even to be much on shore, so that he was prevented from gaining much information, or seeing into many matters that might have enabled him to judge whether the whole of their report respecting Omai, and the loss of his property, &c. was true or not; however, he was inclined to think that the cattle and all the animals were killed, except goats, as Oediddee, when he confirmed the revenge of the Eimeo people, never mentioned that any one animal was saved; goats, indeed, had been left on former voyages, and from increase had become the property of many, but Maheine's resentment, it seems, was levelled at O'too only.

Great numbers of the natives had been carried off by the venereal disease, which they had caught from their connections with the crews of the Resolution and Discovery; nor were the women so free from this complaint as formerly, especially the lowest class, the better sort seemingly not wishing to hazard the catching so terrible a disorder. The people having recovered in
a most

a most astonishing manner, and being now able to assist in the duties of the ship, Captain Sever thought it advisable to run down amongst the Society Isles, as they had got a plentiful supply of provisions on board; accordingly, they got under way before daylight in the morning of the 23d. The natives soon took the alarm, and the breeze slackening, they were soon crowded with visitors, none of whom came empty handed. Their friends parted from them with great reluctance, and the suddenness of their departure seemed to disappoint the natives greatly; indeed, they would not have left the place so abruptly, had they not been apprehensive that if their intention was known, the Indians would have flocked on board in too great numbers, and have been troublesome. They had the satisfaction of leaving this Island in perfect amity with the natives, and it is but doing them justice to say, that during the time the Lady Penrhyn lay there, not one occasion offered to induce them to fire a musquet. Oediddee regretted their departure exceedingly, and importuned the Captain very much to take him to Uliatea, but O'too (what-
ever

CHAP.
XX.July.
1788.Wednes-
day 23.

CHAP. ever were his reasons) begged that he
 XX. might by no means be taken from Ota-
 heite, the Captain promised he should
 not, and taking leave of Oediddee, put
 him into his canoe, on which he shed
 tears in abundance, said he was very
 unhappy, and when he put from the
 ship never once turned to look at her:
 his situation was much to be pitied, and
 he truly merited every friendship that
 could be shown him; during the time
 they lay here, he was a constant visitor,
 and daily brought on board a supply of
 ready drest provisions. O'too was one
 of the earliest on board in the morning,
 and did not leave the ship till they had
 cleared the reef; he expressed great
 sorrow at their departure, mentioned
 how much time had elapsed since the
 Resolution and Discovery were at Ota-
 heite, begged they would not be so long
 absent any more, and desired very
 much to have some horses brought to
 him, more particularly than any other
 animal: just before he quitted the ship,
 he asked for a few guns to be fired,
 with which the Captain complied. A
 breeze now springing up, their friends
 took a last farewell, and they stood to
 the north-west for Huaheine; at noon
 Point

Point Venus was about five miles distant. CHAP. XX.

It may, perhaps, be lamented, that Lieutenant Watts (whose acquaintance with the Chiefs, and knowledge of their language, rendered him a proper person to make enquiries) should not have been able to give a more full account of matters, at an island that has so much engaged the public notice; but, when the short stay of the ship, and her situation are considered, it will be natural to imagine, that the officers found their time very fully employed: such particulars, however, as have been above related may be depended on as facts.

July,
1788.

At noon on the 25th, they saw the island, Huahine, bearing west three-quarters north, fourteen leagues distant: from this time they had very light winds, and those westerly, which prevented their reaching the island before noon on the 26th; when the extremes of it bore from west half north to south by west half west, off shore three miles. They kept standing off and on, on the east side (the wind continuing in the western board) till the 29th, during which time the natives brought off plenty of refreshments, but they were far

Friday,
25.

Saturday
26.

CHAP. far more exorbitant in their demands
XX. than their neighbours.

July,
1788
Tuesday
29.

In the morning of the 29th, the wind veering to the south south-east, they stood round the north end of the island, and brought to off Owharree harbour; the natives appeared perfectly friendly, and constantly supplied them with every article except bread-fruit, which they said had failed that season: they were very importunate for them to go into the harbour, but as Captain Sever did not intend to stay more than a day or two, he did not think it worth the trouble.

In the evening, an elderly chief, who went by the name of *Tutti*, and whom Mr. Watts recollected to have frequently seen with Captain Cook, came on board; he confirmed the reports they had heard at Otaheite, and told them, that after Omai had got perfectly settled, he found himself under the necessity of purchasing a great quantity of cloth, and other necessaries, for himself and family, of which his neighbours took advantage, and made him pay extravagantly for every article he purchased; that he frequently visited Uliatea, and never went empty handed.

so that by these means he expended much of his treasure: he died at his own house, as did the New Zealand boys, but in what order their deaths had happened, Tutti could not give information. Upon Omai's decease, the Uliatea men came over and attacked them for his property, alleging that as he was a native of their island they had an undoubted right to it. Tutti said they carried away a considerable part of his remaining property, and particularly his musquets, the stocks of which they broke, and took the powder and buried it in the sand: he added, that the conflict had been very fierce, and that great numbers were slain on both sides, nor were they friends even at this time. Three of the natives who came on board, had the *os frontis* fractured in a terrible manner, but they were then perfectly recovered of their wounds. The house that Captain Cook had built for Omai was still in being, and was covered by a very large one built after the country fashion; it was taken possession of by the chief of the island. With respect to the horses, the mare had foaled, but died soon afterwards, as did the foal, the horse was still living

U

though

CHAP.

XX.

July,
1788.

CHAP.
XX.August,
1788.

though of no benefit: thus were rendered fruitless the benevolent intentions of his Majesty, and all the pains and trouble Captain Cook had been at in preserving the cattle, during a tedious passage to these islands.

Having recruited their stock of provisions, and added a large quantity of yams and sugar cane, and the wind coming to the eastward (which had not been the case more than four or five days since their first anchoring in Mata-vai Bay) they on the 2d of August took leave of their friends, and stood to the northward until noon, when they steered north-west. They carried away from these hospitable islands, sixty hogs, weighing from seventy to two hundred and twenty pounds each, besides near fifty small pigs, ten dozen of fowls, an immense quantity of cocoanuts, green plantains, sugar cane, taro, and yams, and about eight dozen of pumpkins; the people were all perfectly recovered, and from the plentiful stock of provisions on board there was reason to hope that they would not be any more alarmed for their safety. At day

Saturday 8.

light in the morning of the 8th, they saw a low flat island, bearing from east to

to north-east seven or eight miles distant; it appeared to be well clothed with trees, but the weather at that time being squally allowed them a very imperfect view. Captain Sever named it *Penrhyn's Island*; it is situated in $9^{\circ} 10'$ south latitude, and $202^{\circ} 15'$ east longitude. In the afternoon of the 20th, the Captain and some others imagining they saw land, and the sun setting in a fog-bank, which prevented them ascertaining the reality, they shortened sail, and lay by for the night; but at five o'clock the next morning no land being in sight, they made sail and stood to the north-west by west, with a fine breeze at north-east. In the evening of the 23d, being near the situation of an island and reef, as laid down in Lord Anson's chart, they brought to for the night. A number of ganets and other birds were flying about the next day, but no land appeared in sight; their latitude at noon was $9^{\circ} 30'$ north, and $179^{\circ} 18'$ east longitude.

CHAP.
XX.

August,
1788.

Wed. 20.

Thur. 21.

Satur. 23.

Sun. 24.

Septem.
Mon. 15.

Tues. 17.

CHAP. XX. south end of Tinian was about four leagues distant: in the afternoon the

small boat was hoisted out, and Mr. Anstis went in her to sound a small bay round the south point of Saypan; he returned at seven o'clock, having found from ten to twenty fathoms water about a mile off shore, but the

Th. 18. ground hard. The next morning, Mr. Anstis went on shore in the small boat to endeavour to procure a bullock, great numbers of which were seen grazing on the island Tinian. At six in the afternoon, they stood round the south point of Tinian, but finding they could not fetch into the road, they brought to for the night. In the evening, Mr. Anstis returned with the best

Frid. 19. part of a young bullock. The next morning at day light, they made sail and stood in for the road, and at nine o'clock came to anchor in eighteen fathoms, over a bottom of coral, about a mile and an half distant from shore. Soon after they anchored, a party were sent on shore to hunt.

Th. 25. From this to the 25th, they had light winds varying from south to east, with frequent showers over the land, and the flies so very troublesome that they

they found Captain Byron's account of them perfectly just. On coming to an anchor, they observed a buoy a little to the southward, with a slip buoy to it, they swept for the anchor, weighed it, and found it belonged to the Charlotte (Gilbert, master) one of the ships from Port Jackson bound to China; there were two-thirds of a cable to it. The party on shore also found some spars, apparently erected for a tent, and three water casks, one of which was full: it is most likely the Charlotte was blown out of the road, and could not regain her station again. Observing that their anchor was foul, on the 25th they hove it up to clear, and let it go again; presently afterwards, finding the ship adrift, they sounded, and had twenty-five fathoms, but as she was at the edge of the bank, they hove the anchor up, and made a stretch to the southward, but did not again fetch the bay till the evening of the 26th. The two following days they had dark heavy weather with very hard squalls, and almost continual rain, the wind from north-east to south-east. At day light in the morning of the 29th, the wind veered round to the south south-west, and soon

CHAP.

XX.

Septem.
1788.

Frid. 26.

Mon. 29.

CHAP. soon afterwards, a very severe squall, attended with heavy rain, set the ship adrift, and the tide making strong to the north-west with a large hollow sea, they neared the reef very fast; however, the squall something abating, and fortunately backing round to the south south-east, they got their anchor up (which they otherwise would not have been able to have effected) and bore away to the north north-west. At noon the body of Tinian bore east half south, about four leagues distant.

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Septem.
1788.

During their stay at Tinian, filling water took up the whole of their time, the well not affording more than three tons a day, sometimes only two tons: the water was rather brackish, but otherwise not ill tasted. They found the fowls and hogs very shy, and the cattle had quite deserted the south part of the island, owing, as was imagined, to the alarm the Charlotte's people had occasioned among them.

They obtained two bulls, eight hogs, and about a dozen fowls; they also got bread fruit, but it was at some distance up the country, and the generality of it not ripe: there was abundance of guavas, but they were not in season;

season; limes and four oranges were also very plentiful. Cocoa-nut trees were in abundance, but those within a moderate distance from the beach were cut down, so that the distance they had to go for any was attended with too much fatigue to compensate for the advantages which could be derived from them, as they experienced from two or three attempts of the kind: the season in general seemed very backward. In addition to the animals of this place, they found wild cats. The country had exactly the same appearance as when Captains Byron and Wallis visited it, but many of the pyramidal pillars had fallen down and were much decayed. The mean state of the thermometer during their stay, was 87° . In their passage from hence to China, no material circumstance occurred, and on the 19th of October they anchored in Macao Roads.

CHAP.

XX.

Septem.
1788.

CHAPTER XXI.

*The Scarborough leaves Port Jackson—
Touches at Lord Howe's Island—
Joins the Charlotte—Falls in with a
large Shoal—Discover a number of
Islands—Short account of the Inhabi-
tants—Canoes described—Ornaments—
Discover Lord Mulgrave's Islands—
Arrival at Tinian—Sick people sent
on shore—Departure from Tinian—
Arrival in Macao Roads.*

CHAP.
XXI.

May.
1788.
Tues. 6.

Frid. 16.

Sat. 17.

THE Scarborough transport, Cap-
tain Marshall, left Port Jackson on the
6th of May 1788, and proceeded to-
wards China, being engaged to take in
a cargo of teas at Canton for the East
India Company. For several days they
had very unsettled weather, with fre-
quent squalls and heavy rain. In the
afternoon of the 16th, they saw Lord
Howe's Island, bearing east by south
seven leagues distant; and the next day
at noon, they found the Supply brig,
the

CHAP.



R. Cleaveland del.

W. E. Hall sculp.

A CANOE AND NATIVES OF MULGRAVES RANGE.



the Lady Penrhyn, and the Charlotte, CHAP. XXI.
standing off and on under the island.

By two o'clock the Scarborough was close in with the land, but the weather not permitting them to go on shore, the night was spent in standing off and on, May, 1788.

Early the next morning, Captain Marsden, 18.

shall sent his boat with the chief mate and six men on shore at Lord Howe's Island, in expectation of procuring some turtle, as the Supply, Lieutenant Ball, had caught a large quantity at this island in February; however, they were not able, after the most diligent search, to meet with any turtle; but this excursion was not altogether a fruitless one, for they brought off a quantity of fine birds, sufficient to serve the ship's crew three days; many of them were very fat, somewhat resembling a Guinea hen, and proved excellent food. Having procured such refreshments as the island afforded, they made sail at four o'clock, with the Charlotte in company, and stood to the eastward, with a moderate breeze at south-west. At eight o'clock in the morning of the 22d, they saw Norfolk Island, bearing east by south twelve leagues distant. At two o'clock, they were

Th. 22.

CHAP.
XXI.May,
1788.

were within one mile of the land, and had soundings in sixteen fathoms water over a hard bottom: the Charlotte being a considerable distance a-stern, Captain Marshall lay to for her to come up, and when she joined the Scarborough he stood under an easy sail to the distance of six leagues westward of the island, and carried soundings from sixteen to twenty-five fathoms, the ground various; in some places being soft, in other parts a corally bottom, and sometimes coarse white sand, intermixed with broken shells.

After leaving Norfolk Island, they stretched to the northward and eastward, and at one o'clock on the twenty-sixth they saw a small island bearing north north-east eight or nine leagues distant; when about four miles from the island, they sounded with fifty fathoms of line, but got no bottom. Towards evening, Captain Marshall was close in with the island, and being desirous to examine it, he plied occasionally during the night. At day light

Mon. 26. the next morning, he was close to the land, and found it to be a barren rock, not more than half a mile over in the broadest part; it is very high, and was

Tues. 27. entirely

entirely covered with birds of various kinds, but there was no possibility of landing on account of a frightful surf that entirely surrounded it. This rock was seen first by Captain Gilbert, of the *Charlotte*, in the forenoon of the 26th, and named by him, *Matthew's Island*; it is situated in $22^{\circ} 22'$ south latitude, and $170^{\circ} 41'$ longitude, east of Greenwich.

CHAP.

XXI.

May,
1788.

On the 30th, in $17^{\circ} 13'$ south latitude, and $172^{\circ} 43'$ east longitude, they passed several large trees, and a number of cocoa-nuts floating in the water, but no land was to be seen. Nothing occurred worthy of note till the 4th of June, when the water appearing coloured, they sounded and struck the ground in fifteen fathoms water, although no land was to be seen: a man was then sent to the mast-head, who could plainly discern that the shoal run to the westward, on which Captain Marshall altered his course and stretched to the eastward, carrying soundings from fifteen to thirty fathoms water, over a rocky bottom, and in many places they could see the ground very distinctly. After running to the eastward, about eight miles, they found no bottom

Mon. 30.

June,
1788.

Wed. 4.

CHAP. XXI. bottom with seventy fathoms of line, which occasioned the Captain to tack

June,
1788.

and stand to the southward. Vast numbers of birds of different kinds were flying to the westward of the shoal, so that there probably is an island near that situation. The east part of this shoal is situated in $173^{\circ} 12'$ east longitude, and the south part of it in $15^{\circ} 50'$ south latitude, but how far it extends to the westward and northward is very uncertain, though doubtless to a considerable distance, as the water had a white appearance from the mast head as far as the eye could reach. Being now entirely free from the shoal, they stood to the northward, with a light easterly breeze, and moderate weather. On the 9th, in $7^{\circ} 59'$ south latitude, the wind shifted to the westward and continued in the western board till the 13th when it again changed to the eastward.

Mon. 9.

Frid. 13.

At six o'clock in the morning of the Wed. 18. 18th they saw an island right a-head, bearing north half west eight or nine miles distant: they sounded when about six miles from the land, but got no bottom with sixty fathoms of line; at this time Captain Marshall perceived several

several canoes with their sails set, and two or three men in each canoe, coming towards the ship, but they presently put back again and made for the shore. This island is very low and level, and extends north-east, and south-west, terminating at each end in a low, flat point, with an appearance of a large bay in the middle; the Captain named it *Hopper's Island*; it is situated in 00° 03' south latitude, and 173° 43' longitude east from Greenwich.

At seven o'clock they saw another island smaller than the former, lying about six miles to the south-west of Hopper's Island, and nearly the same in appearance; this was named *Henderville's Island*. Towards noon, another island made its appearance, which Captain Marshall named *Woodle's Island*, situated three miles to the north-west of Henderville's Island. Five large canoes with sails set put off from Woodle's Island, and came towards the ship, but when about four miles distant, they turned back and stood for the shore. The wind blowing off the land prevented them from getting in with the shore, so as to enable them to give a particular description of these

CHAP. these islands; they seemed to abound
XXI. with cocoa-nut, and a variety of other
trees. At three o'clock in the after-
June, noon, the Scarborough being within
1788. three miles of Henderville's Island, they
sounded with sixty fathoms of line, but
got no ground. Several large fires
were lighted up on the shore, and the
natives assembled in vast numbers on
the beach, many of them pointing at
the ship with looks of wonder and sur-
prise; presently afterwards, nineteen
canoes, with five or six men in each,
came off from the shore and made to-
wards the ship, on which Captain Mar-
shall lay to, in hopes they would come
along side; several of them came with-
in a quarter of a mile of the ship, and
then taking down their sails, they stopt
to gaze at the vessel, but nothing
would induce them to come alongside;
however, as more canoes were seen
coming from the island, Captain Mar-
shall determined to lay to till they all
returned on shore, as there was a pro-
bability of his procuring some refresh-
ments from them: two of the last ca-
noes made for the ship without the
least hesitation; on this, the Captain
ordered his people out of sight that the
natives

natives might not be intimidated. CHAP.
When the canoes were close to the XXI.
ship, the Indians began to talk, and
made signs for them to bring the ship
nearer the island. June,
1788.

After talking with the natives some time, the Captain shewed them a few small nails, a quart bottle, and a looking-glass, all of which they seemed very desirous to obtain; however, they could not be prevailed on to bring their canoes along-side, but three of them jumped out and swam to the ship; a rope was given them to take hold of, but they could not be persuaded to come on board. On receiving their little presents they laughed very heartily, and by way of exchange gave the Captain some beads and teeth of beasts or animals, which they wore about their necks as ornaments: this circumstance serves to show that they have some idea of barter.

After making signs a second time for them to bring the ship nearer the island, they took their leave, and presently afterwards all the canoes returning towards the shore, Captain Marshall made sail and stood to the northward. The situation of these islands
has

CHAP. has already been mentioned, they lie
 XXI. in nearly a north-west and south-east
 direction: Hopper's Island appears to
 be about ten leagues in length, Henderville's Island six leagues, and Woodle's Island the same.

June,
 1788.

It is to be lamented that Captain Marshall had not an opportunity of surveying these islands more minutely, as there is scarcely a doubt of their affording a variety of refreshments; for though nothing of the kind was seen in the canoes, yet the natives were plump and fleshy, and seemed to live at their ease; there is also an appearance of a most excellent harbour at Hopper's Island.

The inhabitants seem to be a fine set of people; they are of a copper colour, stout and well made; their hair is long and black, with black eyes and eye brows, and they seem to have very fine teeth. The only ornaments seen amongst them were necklaces made of beads intermixed with teeth, and many of them had their faces painted white.

If we may judge of these people from the construction of their canoes, they certainly possess a considerable share of contrivance and ingenuity:
 many

many of them are large enough to con- CHAP.
tain sixteen or twenty people; they XXI.
are narrow, and built to sail very fast, }
yet there is not the least danger of their June,
oversetting, as they are steadied with 1788.
an out-rigger resembling a ladder on
the weather side, to one end of which
a log of wood is fastened, cut sharp at
each end in the form of a boat; this
not only serves to keep the canoe up-
right, but likewise holds her to wind-
ward. At the other end of the out-
rigger, a stout rope is fixed, which
leads up to the mast head and serves as
a shroud; and when the wind blows
fresh, two or more men, according to
the size of the canoe, go out upon the
ladder to keep her upright.

Though these canoes always sail on
the same side, yet they are so contrived
as to sail one way as well as the other,
and the Indians manage them with
such dexterity that they put about
much sooner than our boats. Every
canoe has a sail, which in general is
very large; they appear to be made of
raw-silk, neatly sewed together, and
are cut in the form of our shoulder of
mutton sail, with a yard at the fore-
leach, and another at the foot, so that

X

when

CHAP. when they want to put their canoe
 XXI. about, they only have to shift their
 tack and bring it to leeward of the
 mast: in short, from what little Cap-
 tain Marshall saw of these people,
 they appeared to be lively, ingenious
 and expert.

June,
 1788.

Frid. 20.

After quitting these new discovered Islands, Captain Marshall stood to the northward, with a light breeze at east north-east, and at five o'clock in the morning of the 20th, they saw an island bearing east north-east, eight miles distant; it appeared very low, and almost level with the water, so that when only four miles distant they could perceive nothing but trees. When Captain Marshall got close in with the land, he found it to be a chain of islands, extending from south-east to north-west for the distance of more than thirty leagues. Having a favourable breeze, they run along the islands about three miles from shore, and several canoes with sails set, came after the ship, but none of them would come near her. Great numbers of the natives presently assembled on the beach, in order to gratify their curiosity in looking at the ship; this induced

Captain

Captain Marshall to lay to in expectation of the natives coming along-side, but not one of them ventured near the ship: at one time he had an intention of sending his boat on shore in order to procure some refreshments, as many of his crew were laid up with the scurvy; however, he prudently declined taking this step, as it certainly would have been hazarding too much to have sent a few men amongst an ignorant multitude, with whose temper and disposition they were perfectly unacquainted.

CHAP.

XXI.

June,
1788.

The centre of these islands is situated in $1^{\circ} 50'$ north latitude, $173^{\circ} 00'$ east longitude. They are very low, and yet it is rather remarkable, that on sounding, when not more than a mile from the land, there was no bottom found with eighty fathoms of line. Within the islands there appeared to be some fine harbours, and they probably afford a variety of refreshments. The natives seemed to be nearly black, and their canoes were constructed much in the same manner as those already described.

There being no prospect of procuring any refreshments from these people, Captain Marshall made sail, and at

CHAP.
XXI.

June,

1788.

Sun. 22.

noon on the 22d they saw land in the direction of north by east, eight miles distant; it appeared very low, flat, and full of trees. By four o'clock, they were close in with the southernmost land, and saw a great number of canoes sailing close to the shore, some of which came towards the ship, and two of them very near, but nothing would entice them to come along-side. The people appeared much the same as those at Henderville's Island, and their canoes were of a similar construction; one of them had a kind of vane at the mast head, which appeared to be made of the same materials as their sail. In running along shore, they found it to consist of six different islands, extending from north by east to south by west, to the length of fourteen or fifteen leagues; the centre of them is situated in $2^{\circ} 58'$ north latitude, and $173^{\circ} 00'$ east longitude. The southernmost island, Captain Marshall named *Allen's* Island; the second, *Gillespy's* Island; the third, *Touching's* Island; the fourth, *Clarke's* Island; the fifth, *Smith's* Island; and the northernmost, *Scarborough* Island. They ran along these islands about three miles distant

distant from the land, and kept the lead constantly going, but could get no bottom, which appeared rather extraordinary as the land is very low. There appears to be good anchorage between these islands, and the water very smooth, and they seem to abound with cocoa-nut and cabbage trees. By the time they were abreast of Scarborough Island, it grew so dark that they could not see the land; luckily, however, the Indians lighted two very large fires which enabled them to get entirely clear of all the islands.

CHAP.

XXI.

June,
1788.

At six o'clock in the afternoon of the 23d, more land made its appearance, bearing north to north-west, four leagues distant, but night coming on, they tacked and stood to the southward.

Mon. 23.

By two o'clock the next day, they were within two miles of the land, and found it to be a chain of islands, extending from east to nearly west for more than twenty-five leagues; and they perceived a reef from the easternmost point of land, which ran at least three leagues into the sea. The shore on the north-west side of these islands is bold and steep; the Scarborough coasted

Tues. 24.

CHAP.
XXI.JUNE,
1788.

coasted along within a mile of the land, and frequently sounded with an hundred fathoms of line, but could get no bottom; at the same time they saw the water break near the shore, and a vast number of the natives were collected on the beach. About three o'clock, a small canoe with two men in her came off from the shore, on which Captain Marshall hove to, in order to give them an opportunity of coming up with the ship, but when they were about one hundred yards from the vessel, they put back again as fast as possible, seemingly very much frightened: these men had skins wrapped round their waists, and their hair was ornamented with shells and beads. After they left the ship, Captain Marshall made sail, being desirous to make the westward part of the islands if possible before the night came on; but in this he was disappointed, as the wind grew light and baffling. Several large canoes now put off from the shore with eight or ten men in each; it already has been observed that the Charlotte, Captain Gilbert, was in company with the Scarborough; at this time she was some distance a-head, and the canoes all went

went along-side her; several of them went on board the Charlotte, and ran fore and aft, stealing every thing that lay in their way; one of them in particular, got hold of the pump-break, and attempted to jump over-board with it, but was stopped by one of the sailors. They appeared to be very civilized, and all of them had coverings round the waist: their ornaments were necklaces made of beads, to which a cross was suspended, in the same manner as those worn by the Spaniards.

Captain Marshall distinguished these islands by the name of *Lord Mulgrave's Islands*, in honour of the Right Honourable Lord Mulgrave. The southernmost of them is situated in $5^{\circ} 58'$ north latitude, and $172^{\circ} 3'$ east longitude, and the northernmost in $6^{\circ} 29'$ north latitude, and $171^{\circ} 10'$ east longitude. At noon on the 25th, they got round the westernmost island, and thought themselves entirely clear of them all, as the day was very fair, and no land could be seen from the mast head; at the same time they had a long swell: on this, Captain Marshall stood on under an easy sail during the night, but was very much surprised at daylight the

CHAP.

XXI.

June,

1788.

Wed. 25.

- CHAP. the next morning to see land on the
 XXI. weather quarter, and a large island on
 { June, the lee quarter, between which they
 1788. must have passed in the night, and cer-
 Thur. 26. tainly very near that on their lee,
 though they sounded every half hour,
 but never struck the ground. Lord
 Mulgrave's Islands abound with cocoa-
 nut-trees, and they could perceive rem-
 nants of oranges and various other sorts
 of fruit, although the natives offered
 nothing of the sort to barter. These
 islanders had not any offensive weapons
 whatever, so that they probably are on
 very friendly terms with each other.
 With a light easterly breeze, they kept
 their course to the northward, and at
 Frid. 27. noon on the 27th, in $7^{\circ} 25'$ north la-
 titude, and $171^{\circ} 10'$ east longitude,
 they saw land bearing from north by
 east to north north-west. Having now
 a fresh breeze, Captain Marshall run in
 with the land, and found it to be a
 cluster of small islands lying east and
 west of each other, but no appearance
 was seen of their being inhabited.
- Satur. 28. At noon on the 28th, more islands
 were seen, bearing from north to north-
 west by west, three or four leagues dis-
 tant, their latitude at that time was
 $8^{\circ} 2'$ north, and $170^{\circ} 57'$ east longi-
 tude.

tude. The weather being very hazy, with constant rain, they wore, and flood from the land; however, the afternoon proving tolerably clear, they again stood towards it, and by four o'clock were close in with the westernmost island. Two large canoes were lying on a sandy beach, but they did not perceive any inhabitants. At five o'clock they saw several more islands, bearing north north-east, five or six leagues distant. During the night, Captain Marshall stood under an easy sail, and at daylight the next morning land was seen a-head bearing north by east six leagues, and some land bearing east seventeen leagues distant. These islands, like all they had yet seen, were very low, and entirely covered with lofty trees; on sounding, they got no ground with an hundred fathoms of line. Their latitude at noon was $8^{\circ} 59'$ north, and $170^{\circ} 24'$ east longitude.

CHAP.

XXI.

June,
1788.

Sun. 29.

At five in the afternoon, more islands were seen, bearing north, five leagues distant, but night coming on they wore and stood to the southward. In the forenoon of the 30th, they ran between two islands, about five leagues distant from

Mond. 30.

CHAP. from each other, and surrounded by a
 XXI. number of breakers: by eleven o'clock
 they were entirely clear of all the land.
 June, Their observation at noon gave $9^{\circ} 34'$
 1788. north latitude, and the longitude was
 $169^{\circ} 22'$ east. These last islands were
 supposed by Captain Marshall to be those
 which Lord Anson discovered, and
 named *Barbadoes Islands*.

Having now a clear navigation, they
 prosecuted their voyage without meet-
 ing with any thing worthy of notice
 till the 31st of July, when at six o'clock
 in the morning they saw the island of
 Saypan bearing west by south six leagues
 distant. Having light baffling winds,
 they did not get in with the land till
 the approach of evening, so that the
 night was spent in standing off and on.

August, At daylight the next morning, Captain
 Friday 1st Marshall sent his boat on shore, with
 the chief mate and four seamen, to
 procure some refreshments, and look
 for anchorage. At two o'clock in the
 afternoon, the boats returned loaded
 with cocoa-nuts and cabbage, both, as
 the men reported, from the same tree,
 but they could find no place for a vessel
 to anchor in, the water being very deep
 close to the land, with a rocky bottom,
 and

and so heavy a surf that the boat did not land without great difficulty. Not meeting with a harbour at Saypan, the Captain determined to make the best of his way to Tinian, where he might come to anchor and get his people on shore, having no less than fifteen men laid up with the scurvy, and the rest of his crew were so weak that they could scarcely work the ship: the wind, however, was so variable, that they did not reach the south-west side of that island till afternoon on the 4th, when they anchored in twenty-five fathoms water, and soon afterwards the Charlotte came to anchor a small distance from the Scarborough.

CHAP.
XXI.
August,
1788.

Early the next morning, Captain Marshall sent his sick people on shore, with a tent, and a sufficient quantity of provisions to serve them five days. After landing the sick, and erecting their tent, the boat's crew walked about the island, and saw a great number of cattle, hogs, and fowls, but they only caught a calf, one hog, and a fowl or two, and loaded the boat with coconuts, oranges, and limes. On the 6th, the chief mate, was sent on shore to look for fresh water; he soon found out the

Tues. 5.

Wedn. 6.

CHAP.
XXI.August,
1788.

Thurs. 7.

Frid. 8.

the well, mentioned in Lord Anson's voyage, but it was quite dry, and there was not any fresh water to be met with within two miles of the landing place. The boat returned at noon, loaded with fruit of different sorts. Toward evening the wind came round to south south-west blowing very strong, which sent a heavy sea rolling into the bay, and occasioned the Scarborough to pitch very much. The wind still blowing strongly into the bay, Captain Marshall sent his boat on shore on the 7th, to bring off the sick people, which they accomplished with much danger and difficulty; in the mean time, every thing was got ready for sea, the Captain being determined to get away the moment the wind shifted to south or south by east, so that they could clear the west part of the island. During the night, they had so heavy a gale at south-west that they expected every minute to be driven on shore; fortunately, however, at day-break, the wind shifted to south south-east, on which they immediately cut the cable and ran clear of the land: Captain Gilbert cut both his cables and followed the Scarborough. Scarce had they cleared the land

land before the wind again shifted to south south-west, and blew a complete hurricane, so that had the vessels then been at anchor, they must inevitably have been driven on shore. Though Captain Marshall's people were on land so short a time, they found amazing benefit from it, their strength gradually returned, and soon afterwards they were perfectly restored to health.

CHAP.
XXI.

No particular occurrence happened during their passage from Tinian to China; they saw the Lema Islands in the afternoon of the 7th of September, and came to anchor in Macao Roads the following afternoon.

Septem.

Sunday 7.

Monday 8.

CHAP.

Supplemental Account of Animals.

BIRDS.

Order II. Pies.

Genus V. Parrot.

No. 139. BANKIAN COCKATOO.

This is about the size of the great white cockatoo; the length twenty-two inches. The bill is exceedingly short, and of a pale lead-colour. The head feathers are pretty long, so as to enable the bird to erect them into a crest at will: The colour of the head, neck, and under parts of the body are dusky brown, inclining to olive, darkest on the belly: the feathers of the top of the head and back part of the neck are edged with olive; the rest of the plumage on the upper part of the body, the wings, and tail, are of a glossy black; the last is pretty long and a little round at the end; the two middle feathers are wholly black; the others of a fine vermilion in the middle

dle for about one-third, otherwise black; the outer edge of the exterior feather black the whole length. Legs black. CHAP.
XXII.

This bird was met with in New South Wales, and is supposed to be a variety, if not a different sex, from the Bankian Cockatoo described in the General Synopsis of Birds, Sup. p. 63. It varies, however, in not having the feathers of the head or those of the wing-coverts marked with buff-coloured spots; nor is the red part of the tail crossed with black bars, as in that bird.

With the above specimen was sent the head of another, which differed in having a mixture of yellow in various parts of it. We have been informed, that the red part of the tail in this last is barred with black, not unlike that described by Mr. Latham in the Synopsis. From these circumstances it may be presumed, that this bird is subject to great variety.



Genus V.

RED-SHOULDERED PARRAKEET.

This bird is about the size of the *Guinea Parrakeet*. Total length ten inches and a half: the general colour of the plumage is green, inclining to yellow on the under parts: the top of the head, the outer edge of the wing, and some parts of the middle of the same are deep blue: all round the base of the bill crimson, with a mixture of the same on the fore part of the neck, but between the bill and eye is a mixture of yellow: the shoulders, and under parts of the wings are blood red: two or three of the inner quills, and the vent pale red: the greater quills dusky, fringed outwardly with yellow: the tail is greatly wedged in shape, the feathers at the base chesnut, towards the end dull blue: the bill and legs are brown.

This species inhabits *New South Wales*; and we believe it to be hitherto non-descript.

Order

Order III. Passerine.

Genus XLV.

CRESTED GOAT-SUCKER.

This bird is somewhat smaller than our European species, measuring only nine inches and a half in length. The general colour of the plumage on the upper parts is dark-brown, mottled and crossed with obscure whitish bars: the quills are plain brown, but five or six of the outer ones marked with dusky white spots on the outer webs: the tail is rounded in shape, and marked with twelve narrow bars of a dusky white, mottled with black, as are the various whitish marks on the upper parts: the under parts of the body are more or less white; but the fore part of the neck and breast are crossed with numerous dusky bars: the bill is black, but the gape and within yellow; the sides of the mouth furnished with bristles, as in other goat-suckers; besides which, at the base of the bill are ten or twelve erect stiff bristles,

CHAP. XXIX. tles, thinly barbed on their sides, and standing perfectly upright as a crest, giving the bird a singular appearance: the legs are weak, longer than in most of the tribe, and of a pale yellow colour; claws brown.

CRESTED GOAT-SUCKER.

This bird is somewhat smaller than our European species, measuring only nine inches and a half in length. The general colour of the plumage on the upper parts is dark-brown, mottled and crossed with obscure whitish bars: the quills are plain brown, but five or six of the outer ones marked with dusky white spots on the outer webs: the tail is rounded in shape, and marked with twelve narrow bars of a dusky white, mottled with black, as are the various whitish marks on the upper parts: the under parts of the body are more or less white; but the fore part of the neck and breast are crossed with numerous dusky bars: the bill is black, but the gape and within yellow; the sides of the mouth furnished with bristles, as in other goat-suckers; besides which, at the base of the bill are ten or twelve erect stiff bristles.

Order

Order VI. Struthious.

Genus LIX. Cassowary.

NEW-HOLLAND CASSOWARY.

This is a species differing in many particulars from that generally known, and is a much larger bird, standing higher on its legs, and having the neck longer than in the common one. Total length seven feet two inches. The bill is not greatly different from that of the common Cassowary: but the horny appendage, or helmet on the top of the head, in this species is totally wanting: the whole of the head and neck is also covered with feathers, except the throat and fore part of the neck about half way, which are not so well feathered as the rest; whereas in the common Cassowary, the head and neck are bare and carunculated as in the turkey.

The plumage in general consists of a mixture of brown and grey, and the feathers are somewhat curled or bent at the ends in the natural state: the wings are so very short as to be totally useless for flight, and indeed, are scarcely to



be distinguished from the rest of the plumage, were it not for their standing out a little. The long spines which are seen in the wings of the common sort, are in this not observable,—nor is there any appearance of a tail. The legs are stout, formed much as in the Galeated Cassowary, with the addition of their being jagged or sawed the whole of their length at the back part.

This bird is not uncommon in *New Holland*, as several of them have been seen about *Botany Bay*, and other parts. The one from which this description is taken, was shot within two miles of the settlement at *Sydney Cove*. The skin being sent over to England in spirits, has been put into attitude, and is now the property of Sir Joseph Banks, to whom it was presented by Lord Sydney. Although this bird cannot fly, it runs so swiftly, that a greyhound can scarcely overtake it. The flesh is said to be in taste not unlike beef.

The plumage in general consists of a mixture of brown and grey, and the feathers are somewhat curled or bent at the ends in the natural state: the wings are so very short as to be totally useless for flight, and indeed, are scarcely to

Order VII. Cloven-footed.

Genus LXXV.

WHITE GALLINULE.

This beautiful bird greatly resembles the purple Gallinule in shape and make, but is much superior in size, being as large as a dunghil fowl. The length from the end of the bill to that of the claws is two feet three inches: the bill is very stout, and the colour of it, the whole of the top of the head, and the irides red; the sides of the head round the eyes are reddish, very thinly sprinkled with white feathers; the whole of the plumage without exception is white. The legs the colour of the bill.

This species is pretty common on Lord Howe's Island, Norfolk Island, and other places, and is a very tame species. The other sex, supposed to be the male, is said to have some blue on the wings.

Genus

Genus XII. *Canis*.—*Lin. Syst. Nat.*Genus XVII. *Dog*.—*Penn. Hist. Quad.*

DOG OF NEW SOUTH WALES.

The height of this species, standing erect, is rather less than two feet: the length two feet and a half. The head is formed much like that of a fox, the ears short and erect, with whiskers from one to two inches in length on the muzzle. The general colour of the upper part is pale brown, growing lighter towards the belly: the hind part of the fore legs, and the fore part of the hinder ones white, as are the feet of both: the tail is of a moderate length, somewhat bushy, but in a less degree than that of the fox: the teeth are much the same as is usual in the genus.

This species inhabits *New South Wales*. The specimen from which this description was drawn, (a female) is now alive in the possession of the *Marchioness of Salisbury*, at *Hatfield-House*, and was sent over as a present to Mr. *Nepean*, from Governor *Phillip*. It has much of the manners of the dog, but
is

is of a very savage nature, and not likely to change in this particular. It laps like other dogs, but neither barks nor growls if vexed and teased; instead of which, it erects the hairs of the whole body like bristles, and seems furious: it is very eager after its prey, and is fond of rabbits or chickens, raw, but will not touch dressed meat. From its fierceness and agility it has greatly the advantage of other animals much superior in size; for a very fine French fox-dog being put to it, in a moment it seized him by the loins, and would have soon put an end to his existence, had not help been at hand. With the utmost ease it is able to leap over the back of an ass, and was very near worrying one to death, having fastened on it, so that the creature was not able to disengage himself without assistance; it has been also known to run down both deer and sheep.

A second of these is in the possession of Mr. *Lascelles*, of which we have received much the same account in respect to its ferocity; whence it is scarcely to be expected that this elegant animal will ever become familiar.

Genus

CHAP.
XXII.Genus XV. *Mustela*.—*Lin. Syst. Nat.*Genus XXIII. *Weefel*.—*Penn. Hist. Quad.*

SPOTTED MARTIN.

The species is about the size of a large polecat, and measures from the tip of the nose to the setting on of the tail eighteen inches; the tail itself being nearly the same length. The visage is pointed in shape, and the whole make of the animal does not ill resemble that of the *Fossane*. The general colour of the fur is black, marked all over with irregular blotches of white, the tail not excepted, which has an elegant appearance, and tapers gradually to a point.

The situation of the teeth and jaws is much the same as in the rest of the genus.

Inhabits the neighbourhood of Port Jackson.

Genus

Genus XVII. Didelphis.—*Lin. Syst. Nat.*

Genus XXII. Opossum.—*Penn. Hist.*
Quad.

KANGUROO RAT.

The upper jaw of this species has two cutting teeth in front, with three others on each side of them, and at a distance one false grinder, sharp at the edge, and channelled, or fluted, on the sides, and close to these, two true grinders: in the lower jaw are two long cutting teeth, formed like those of the squirrel, with three grinders, corresponding with those in the upper jaw.

The general shape of the body is not widely different from that of the *Kangaroo*, both in respect to the shortness of the fore legs and the peculiar construction of the hind ones; but the visage being strongly similar to that of the rat, and the colour of the whole not ill resembling that animal, it has obtained the name of the *Kangaroo Rat*.

This

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This is an inhabitant of *New Hol-*
land, and two of the species are now
to be seen alive at the curious exhibi-
tion of animals over *Exeter Exchange*.
One of these, being a female, has
brought forth young.

KANGAROO RAT.
The upper jaw of this species has
two cutting teeth in front, with three
others on each side of them, and at a
distance one little grinder, thus at the
edge, and channelled, or fluted, on the
sides, and close to these, two true
grinders: in the lower jaw are two long
cutting teeth, formed like those of the
rat, with three grinders, channelled
behind, with those in the upper jaw.
The general shape of the body is not
widely different from that of the *Kan-*
garoo, both in respect to the thickness
of the fore legs and the peculiar con-
figuration of the hind ones, but the
shape being strongly similar to that of
the rat, and the colour of the whole
not ill resembling that animal, it has
obtained the name of the *Kangaroo*

This

Genus

Genus CXXII. *Lacerta*.—*Lin. Syst. Nat.*

THE LACED LIZARD.

This most elegant species is in length, from the nose to the end of the tail, about forty inches: in the mouth are a few weak teeth, though rather sharp, at about a quarter of an inch distance one from another: the tongue is long and forked: the general shape is slender; and the ground colour of the skin, on the upper parts, a brownish or bluish black, whimsically marked with golden yellow; in some parts this colour is beautifully mottled or freckled, like some kinds of lace-work; in others, striped in various directions, particularly on the legs, which seem as if striped across with black and white: the under parts are yellow, crossed with single bars of black on the chin and throat, and double clouded ones on the belly: the toes are five in number on each foot, barred across with black and yellow, as the legs, and each furnished with a crooked black claw; the tail measures more in length than the whole
of

CHAP. of the body; towards the base, clouded
 XXII. and marked as the rest; but the further
 half banded with black and yellow,
 each band three inches broad, the end
 running to a very sharp point.

This beautiful Lizard is not uncommon at *Port Jackson*, where it is reputed a harmless species. Individuals vary much one from another, in respect to the length of the tail, as also in the colour of the markings; some having those parts marked with a pure silvery white, which in the above described are yellow.

Genus

Genus CXXXV. Balistes. -- *Lin. Syst. Nat.*

BAG-THROATED BALISTES.

The size of this fish is uncertain. It agrees in many things with others of the genus, and does not greatly differ from one figured in *Willughby's Ichthyologia*, Tab. I. 22. but has the body longer in proportion. The erect horn or spine is placed over, and a little behind the eyes, as in Willughby's figure, attended with two shorter ones directly behind the first: the long spine is quite straight, sharp at the point, and deeply sawed on the back part. Another singularity presents itself in this species, which is, a deep pouch-like appendage beneath the throat, in shape not unlike what is called Hippocrates's sleeve, or rather a jelly bag.

This fish is found pretty commonly on the coast of New South Wales, and was called by the sailors the Old Wife, having much resemblance in many things to the species so named. When skinned, it was thought pretty good eating.

A FISH

A FISH OF NEW SOUTH WALES.

Of this fish it can only be said, that the ground colour is much the same as that of our mackarel, marked with several round, blue and white spots; and that, it is described from a drawing by Daniel Butler sent from New South Wales, where it is in great plenty, and is thought to taste much like a dolphin. As to the genus, it is difficult to say with certainty to which it belongs, as it is deficient in the characteristics of those generally known; it is therefore left to the reader to settle this matter according to his own opinion.

This fish is found pretty commonly on the coast of New South Wales, and was called by the sailors the Old Wife, having much resemblance in many things to the species so named. When skinned, it was thought pretty good

A Fish

Genus

Genus CXXXI. *Squalus*.--*Lin. Syst. Nat.*

PORT JACKSON SHARK.

The length of the specimen from which the drawing was taken, is two feet; and it is about five inches and an half over at the broadest part, from thence tapering to the tail: the skin is rough, and the colour, in general, brown, palest on the under parts: over the eyes on each side is a prominence, or long ridge, of about three inches; under the middle of which the eyes are placed: the teeth are very numerous, there being at least ten or eleven rows; the forward teeth are small and sharp, but as they are placed more backward, they become more blunt and larger, and several rows are quite flat at top, forming a kind of bony palate, somewhat like that of the Wolf-fish; differing, however, in shape, being more inclined to square than round, which they are in that fish: the under jaw is furnished much in the same manner as the upper: the breathing holes are five in number, as is usual in the genus: on the back are two fins, and before each

CHAP. XXII. each stands a strong spine, much as in the Prickly Hound, or Dog-fish: it has also two pectoral, and two ventral fins; but besides these, there is likewise an anal fin, placed at a middle distance between the last and the tail: the tail itself, is as it were divided, the upper part much longer than the under.

At first sight, the above might be taken for the *Prickly Hound-fish*, or *Squalus Spinax* of *Linnaeus*, of which a good figure may be seen in *Wallughby's Ichthyol.* Tab. B. 5. f. 1. but it differs, *first*, in having the prominent ridge over the eyes, of a great length; *secondly*, in the formation of the teeth; *thirdly*, in having an anal fin, of which the Prickly Hound is destitute; all these circumstances concur to prove it a new species.

This was taken at *Port Jackson*, but to what size it may usually arrive cannot be determined; perhaps not to a great one, as the teeth appear very complete. Some sharks, however, of an enormous size have been seen and caught thereabouts, though of what sort cannot here be determined.

Genus

Genus CXXXI. *Squalus*.—*Lin. Syst.*

WATTS'S SHARK.

This, we believe, is a species which has hitherto escaped the researches of our Ichthyologists. The length of the specimen is nineteen inches: the head is broad, and angular in shape; but the body rounded, and nearly equal in its dimensions for above half the length, when it suddenly grows very small, and so continues to the end of the tail: the colour of the body is brown in different shades, and there are three rows of large pale spots, of an irregular shape, most of them dark within; one row passes down the middle, the others are on each side; besides which there are others below them less conspicuous. The mouth is placed nearer the end of the head than in most of the genus, and furnished in the front with nine sharp crooked teeth, in three rows, and a great number of small ones on each side. The eyes project considerably above the rest of the head, and are placed on the upper part of it; the space between is hollowed or sunk in:

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at

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at the most forward part of the head are two cartilaginous appendages, jagged at the end, with four others, nearly similar, on each side between the first and the breathing holes: the *pectoral* fins are placed beneath these last; the *abdominal* about the middle of the body; and the *anal*, more than half way between the last and the tail; besides which, the under part is finned from that place to the end: on the upper part of the body are two fins, both placed uncommonly far back.

This fish was met with in *Sydney Cove, Port Jackson*, by *Lieutenant Watts*, and is supposed to be full as voracious as any of the genus, in proportion to its size; for after having lain on the deck for two hours, seemingly quiet, on Mr. Watts's dog passing by, the shark sprung upon it with all the ferocity imaginable, and seized it by the leg; nor could the dog have disengaged himself had not the people near at hand come to his assistance.

Order

Order II. Pies.

Genus XXIII. Kingfisher.

GREAT BROWN KINGFISHER.

Lath. Syn. ii. p. 603, No. 1.

The length of this species is from sixteen to eighteen inches: the bill, three inches and an half, or even more; the upper mandible is brown, and the under white, but brown at the base: the head is pretty full of feathers, sufficiently so to form a crest when erected; the colour whitish, and most of the feathers either tipped or crossed with black: the neck and under parts of the body are much the same in colour, crossed on the sides with dusky lines: over the forehead the colour is dusky brown, almost black, passing backwards in an irregular shaped streak a good way behind the eye: the back, and major part of the wing, is black or dusky, but the middle of the wing is of a glossy blue-green, as is also the lower part of the back and rump: the tail is barred with pale rust-colour and black, inclining to purple, and towards

CHAP. the end whitish: the legs are of a dusky
XXII. yellow, the claws are black.

These birds vary much, the colours being more or less brilliant, and in some of them the tail is wholly barred with white and black, and the legs brown or blackish.

This species inhabits various places in the *South Seas*, being pretty common at *New Guinea*; but the specimen from which our account was taken, was sent from *Port Jackson* in *South Wales*, where, likewise, it is not unfrequently met with. We believe it has not yet been figured in any British work.

KANGUROO.

This very curious animal being naturally an object of particular curiosity, we are happy to be enabled, before this book is given to the world, to correct some errors which had crept into our account of it. In page 174 it is stated, that the Kangaroo has four teeth (by which were meant cutting teeth) in the upper jaw, opposed to two in the under. The truth is, that there are six opposed to two. The same arrangement of teeth takes place in the Opossum, described in page 176, which is there, still more erroneously, said to have only two cutting teeth opposed to two. This latter mistake arose from the difficulty of examining the mouth of the living animal. It is since dead, and the teeth are found to be disposed as now stated, and as represented in the scull of the Vulpine Opossum.

But the most important error is in the position of the Kangaroo. The true standing posture of the Kangaroo is exactly the same as that of the Kangaroo Rat; namely, with the rump several inches from the ground, (in large

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large specimens, not less than eight) and resting entirely on the long last joint of the hinder legs, the whole under side of which is bare and callous like a hoof. This mistake was occasioned merely by adhering to the drawing, which, among others, came from Mr. White, the surgeon at Port Jackson: too implicit reliance being placed on an authority which, in this respect, turned out delusive.

With respect to the representations of the Kangaroo which have hitherto been published, it may be observed, that nothing is wanting to that in Captain Cook's first voyage, except the character of the toes of the hinder legs, and in particular the distinguishing of a minute, but very characteristic circumstance, in the inner claw of each, which is divided down the middle into two, as if split by some sharp instrument. The same remark is applicable to the plate in Mr. Pennant's History of Quadrupeds, which appears to have been copied from the other. Mr. Pennant was the first author who gave a scientific description of the Kangaroo, in his History of Quadrupeds, p. 306. No. 184. and of the New Holland Opossum, p. 310. No. 188.

Zimmerman,

Zimmerman, in his *Zoologia Geographica*, p. 527, confounds the Kangaroo with the great Jerboa of Africa, described by Allamand, in his additions to Buffon; and by Mr. Pennant, History of Quadrupeds, p. 432. No. 293.

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Genus

Genus XVII. Didelphis. *Lin. Syst.**Nat.*Genus XXII. Opossum. *Penn. Hist.*
Quad.

BLACK FLYING OPOSSUM.

THE following is, according to every appearance, a new animal of this genus. The length from the tip of the nose, which is pointed in shape, to the root of the tail, is twenty inches; of the tail itself twenty-two inches, at the base quite light, increasing gradually to black at the end: the width across the loins sixteen inches: the ears are large and erect: the coat or fur is of a much richer texture or more delicate than the sea-otter of Cook's River: on the upper parts of the body, at first sight, appearing of a glossy black, but on a nicer inspection, is really what the French call *petit gris*, or minever, being mixed with grey; the under parts

are

are white, and on each hip may be observed a tan-coloured spot, nearly as big as a shilling; at this part the fur is thinnest, but at the root of the tail it is so rich and close that the hide cannot be felt through it. The fur is also continued to the claws: the membrane, which is expanded on each side of the body, is situated much as in the grey species, though broader in proportion. The jaws are furnished with teeth, placed as in some others of this genus: in the upper jaw forwards are four small cutting teeth, then two canine ones, and backwards five grinders: the under jaw has two long large cutting teeth, like the Vulpine Opossum, five grinders, with no intermediate canine ones, the space being quite vacant. The fore legs have five toes on each foot, with a claw on each; the hinder ones four toes, with claws, (the three outside ones without any separation) and a thumb without a claw, enabling the animal to use the foot as a hand, as many of the opossum tribe are observed to do.

This beautiful quadruped inhabits *New South Wales*. The specimen from which the above account has been taken, is a male, and the property of
Henry

CHAP.
 XXII.

CHAP. *Henry Constantine Nowell, Esq. of Ship-*
 XXII. *lake, in Oxfordshire.* The fur of it is
 so beautiful, and of so rare a texture,
 that should it hereafter be found in
 plenty, it might probably be thought
 a very valuable article of commerce.

ANECDOTE OF CAPTAIN COOK
AND O'TOO.

AS nothing can be devoid of interest which relates to a man so justly admired, as Captain Cook, the reader will probably be pleased to find here, though out of its proper place, an anecdote communicated by Mr. Webber. It exhibits in a pleasing point of view the friendship which subsisted between that great navigator and the Otaheitean chief O'too, a circumstance highly to the honour of both; since it displays in them the power of discerning real merit, though obscured by diversity of manners, and that of being able to impress a steady attachment, where nothing more was to be expected than transient regard. Under every species of disparity, goodness of heart supplies both a medium of attraction, and an indissoluble bond of union.

Every



Every reader must have seen with pleasure the charming proof of O'too's tender and inviolable friendship for Captain Cook, which appears in page 278 of this work; where he is described as attended by a man carrying the portrait of that illustrious Englishman, without which he never moves from one place to another. That portrait, as Mr. Webber assures us, was obtained in the following manner.

O'too, by the Captain's particular desire, sat to Mr. Webber, in order to furnish such a memorial of his features, as might serve for the subject of a complete whole length picture, on the return of the ship to England. When the portrait was finished, and O'too was informed that no more sittings would be necessary, he anxiously enquired of Captain Cook, and Captain Clerke, what might be the particular meaning and purpose of this painting. He was informed, that it would be kept by Captain Cook, as a perpetual memorial of his person, his friendship, and the many favours received from him. He seemed pleased with the idea, and instantly replied, that, for the very same reasons, a picture of Captain Cook would be highly acceptable

to

to him. This answer, so unexpected, and expressed with strong tokens of real attachment, made both Captain Clerke and Mr. Webber his advocates; and Captain Cook, charmed with the natural sincerity of his manner, complied with his request much more readily than on any other occasion he would have granted such a favour.

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When the portrait was finished it was framed, and with a box, lock, and key, by which it was secured, was delivered to O'too; who received it with inexpressible satisfaction. He readily, and, as the event has proved, most faithfully promised that he would preserve it always with the utmost care; and would show it to the commanders of such ships as might in future touch at the Society Islands. Who can fail to love a character like that of O'too, in which unalterable steadiness of affection is as conspicuous, as honest and natural ardour? Long may he enjoy his authority and his health; and preserve the honourable memorial of his friend, without being afflicted by the knowledge of that melancholy catastrophe which terminated the career of his glory!

With

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With respect to the yellow gum, or resin, mentioned in page 68, we are informed by Dr. Blane, physician to St. Thomas's Hospital, that he has found it remarkably efficacious in the cure of old fluxes; and this not only in a few instances, but in many obstinate cases. Of the plants in general which have been brought from Botany Bay, and the adjacent country, no notice has been taken in this work, as it would have led to such a detail as must too considerably have extended its limits. Many of them are now to be seen in the highest perfection at the nursery gardens of that eminent and learned botanist, Mr. Lee, of Hammer-smith: who still retains enough of zeal for his favourite science, to regret that the discovery of those countries was not made at a period of his life, when he would have gone personally to reap the glorious harvest they afford.

The

The following account of the weather in Botany Bay and Port Jackson, communicated by Lieutenant Watts, may perhaps be found important.

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During the seven days we were in Botany Bay the weather was generally fine, and very warm. The thermometer on a mean stood at 78° . it never exceeded 80° . and one day, which was thick and rainy, the wind blowing strongly from the south, it fell to 63° . In Port Jackson the weather was at first much the same, but afterwards, the days became very hot, and the nights constantly brought on tremendous thunder, lightning, and rain. The thermometer, at eleven o'clock in the forenoon, was generally about 80° . but when the sea breezes set in it usually fell two or three degrees. One very sultry day was felt soon after the arrival of the fleet. The thermometer, on board, stood at 88° . and on shore, though in the shade, at 92° . On the 15th of March was a terrible squall of wind, accompanied by thunder, lightning, and rain. The thermometer then fell from 80° to 50° . and in other squalls it frequently fell 15 or 20 degrees,

Such

CHAP. Such are the principal notices hitherto received from the new settlement on the southern continent, which, if from unavoidable circumstances, they are a little deficient in point of order, will, it is hoped, make ample amends by their novelty, importance, and authenticity.



A P P E N D I X.

TABLE of the ROUTE of the ALEXANDER, the Variation of the Compass, and Meteorological Observations during the Voyage.

N. B. In these Tables, the Situation of the Ship at Noon is set down, and the Variation as observed some Time the same Day.

T A B L E I.

From the Cape of Good Hope to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1787.	0 0	0 0	0 0	South. Fresh breezes and clear.
Nov. 13, Noon.	34 15	17 19		At 8 P.M. the Table land S. S. E. the Cape of Good Hope S. $\frac{1}{2}$ W.
14	35 09	16 12		S. b. E. Fresh breezes and cloudy.
15	35 29	15 9		S. b. W. Ditto, ditto, all the fleet in company.
16	35 40	14 40		Variable, moderate, and cloudy.
17	36 36	13 45		Southerly. Fresh breezes and hazy. Went on board the Sirius and received orders from Commodore Phillip to be ready when necessary to embark on board the Alexander, to take under charge the Friendship and Scarborough. A current to the Southward.

* A

T A B L E I. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from the Cape of Good Hope to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1787.	°	°	°	
Nov. 18	37 8	12 40		Variable. Light breezes and cloudy, with squalls.
Noon.				South-east. Light breezes and clear. Went on board the Alexander transport.
19	37 39	12 27		South to N. E. Light airs and clear pleasant weather, a swell from the northward.
20	37 36	12 27		N. b. E. Fresh breezes and fine weather, the fleet in sight.
21	38 33	15 19		N. W. Fresh gales and cloudy. The fleet in company.
22	38 54	18 47		N. N. W. Ditto, ditto, with squalls.
23	39 11	22 09		Variable. Fresh gales and squally, with rain.
24	38 58	24 39		S. S. W. to W. S. W. Moderate breezes and ditto. Went on board the Commodore, and received final instructions to part from the fleet and make all the expedition possible to Botany Bay, taking under command the Friendship and Scarborough transports.
25	38 47	26 32		Variable. Fresh gales and clear weather.
26	38 7	29 51		Ditto. Moderate breezes and pleasant. The fleet out of sight. Saw a great number of whales.
27	38 10	31 6		Easterly. Fresh gales and cloudy.
28	39 17	32 11		



APPENDIX

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TABLE I. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from the Cape of Good Hope to Botany Bay.

Time.	Lat. South	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1787.	°	°	°	Variable. Light winds and
Nov. 29,	39 37	34 10		squally. The Friendship and
Noon.				Scarborough in company.
	30	39 44	35 20	Ditto. Light winds, with a
				swell from the northward.
Dec. 1	39 50	38 28		Variable. Fresh gales and
				squally, with rain.
	39 58	40 14		Ditto. Light airs and clear.
				N. N. E. Pleasant gales and
	40 29	44 3		fair weather.
				N. to S. W. Strong gales and
	40 40	48 11		hazy, with frequent squalls.
				A heavy sea from the north-
				ward.
	40 32	50 7		S. W. Fresh gales and fair.
				A swell from the N. W. In
				company as before.
	41 10	51 4		E. N. E. Light breezes and
				clear.
	41 15	52 50		Variable. Ditto, with heavy
				rain.
	41 5	54 39		W. N. W. Moderate and plea-
				sant.
	41 17	58 8		Variable. Ditto, with rain.
				W. b. S. Fresh gales and hazy.
	41 35	61 26		The Friendship and Scarbo-
				rough in company.
	41 20	64 9		N. W. b. W. Light breezes,
				and cloudy. A prodigious
				heavy swell from the S. W.
	41 18	66 43		N. N. E. Light winds, and
				cloudy.
	41 42	70 39		Variable. Fresh gales and
				cloudy, with a following sea.
				Saw a great number of whales.

TABLE I. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from the Cape of Good Hope to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1787.	0 1	0 1	0 1	
Dec. 14.	41 39	73 24		W. S. W. Brisk gales, and clear weather.
Noon.				Variable. Ditto, ditto.
15	41 37	75 45		N. N. E. Ditto, and hazy.
16	42 5	79 43		Northerly. Ditto, with rain.
17	42 5	82 44		In company as before.
18	41 57	85 3		Variable. Fresh gales, and cloudy.
19	41 58	88 45		S. W. b. S. Fresh gales, and squally.
20	41 59	91 53		S. W. Fresh breezes and cloudy, with frequent squalls.
21	42 3	95 3		Westerly. Fresh gales, and squally.
22	42 21	98 14		W. N. W. Ditto, and cloudy, with rain.
23	42 27	102 4		W. N. W. Close weather, with squalls, and a high following sea. Passed by a hoghead stove. A great number of birds in sight.
24	42 45	105 37		W. N. W. Steady breezes, and fair. Saw several porpoises of a very singular species.
25	42 58	108 41		W. b. W. Moderate breeze, and cloudy. A heavy sea from the westward. In company as before.
26	43 10	112 33		N. N. E. Strong gales, and hazy, with rain.
27	43 26	115 12		Variable. Light breezes, and ditto, ditto.
28	43 54	118 39		W. N. W. Fresh gales, and hazy, with small rain.

A P P E N D I X.

T A B L E I I Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from the Cape of Good Hope to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1787. Dec. 29, Noon.	43 57	122 38	0	N. W. Strong gales, and cloudy, with a heavy following sea. Great numbers of Alegran- does and other birds in sight.
30	43 50	125 32		N. N. W. to W. Strong gales, and thick weather, with fre- quent squalls.
31	43 55	129 31		West. Light winds and clear. Spoke the Scarborough and Friendship. A great number of birds in sight.
1788. Jan. 1	43 59	133 25		N. Fresh gales and clear wea- ther.
2	44 4	136 39		N. to W. Fresh gales and hazy.
3	43 50	138 43		W. b. N. Fresh breezes and cloudy, inclining to squalls.
4	44 18	144 32		N. N. W. Fresh gales and hazy. In company as before.
5	44 44	146 0		N. W. b. N. Brisk gales, and hazy. At half past eleven, A. M. saw the land, bearing N. b. W. five or six leagues. A bluff point 3 leagues to the N. W. of the S. W. cape of Van Diemen's land, bearing E. 3 or 4 leagues.
6	43 59	147 35		W. Strong squalls and thick rainy weather. Brought to to the S. W. Filled and stood to the southward. At 8 P. M. stood to the S. E. b. S. un- der close reefed topails for the night. At half past 3, A. M. made sail, and hauled in for the land, at 10 made the land, bearing N. $\frac{1}{2}$ E. 9 or 10 leagues distant.

TABLE I. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from the Cape of Good Hope to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	°	°	°	Variable. Fresh breezes, and pleasant weather. At 6 P. M. Tasman's Head N. W. b. W. 12 or 14 leagues. Fluted Head N. W. $\frac{1}{2}$ W. 11 or 12 leagues.
Jan. 7. Noon.	43 41	149 22	9 24	
8	43 6	149 11		Variable. Moderate breezes, and misty weather, with small rain. Great numbers of fin fish in sight.
9	43 10	149 44		N. Moderate and hazy. At half past 5 P. M. made the land, which I took for the northernmost of Maria's Isles, and the southernmost of Schoutin's. Sounded, no ground.
10	42 4	150 10		Variable. Strong gales, and cloudy.
11	41 1	150 57		Ditto. Strong gales, and squally. A very heavy sea running.
12	39 16	151 4		W. N. W. Ditto, ditto. In company as before.
13	38 17	151 44	11 2	Variable. Moderate breezes, and clear.
14	36 36	150 36	12 30	Ditto. Fresh breezes, and clear.
15	36 16	151 55		N. b. W. Ditto, and fine pleasant weather. At 10 P. M. shortened sail and stood under an easy sail during the night. Sounded 90 fathom, no ground. At 4 A. M. made sail. At 9 made the land. At noon, Mount Dromedary bore W. 5 or 6 miles, and the northernmost land, which resembled an island, N. b. W. $\frac{1}{2}$ W. 5 or 6 leagues.

TABLE I. Continued.

Route of the Alexander Transport, Lieutenant John Shortland, from the Cape of Good Hope to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788. Jan. 16, Noon.	36 19	149 50	0	Variable. Light breezes, and clear. Sounded in 25 fathoms, small pebbles.
17	36 27	150 34		Variable. Gentle breeze, and hot sultry weather, with frequent squalls, and thunder, lightning, and rain. A current setting to the southward. The Friendship and Scarborough in company.
18	35 32	150 34		S. b. E. Light breezes, and cloudy. Found a current setting 30 miles these 24 hours to the southward.
19	34 00	150 47		S. S. W. to S. E. Pleasant gales and fair weather. At 6 P. M. made the land about Long Nose, bearing W. N. W. 5 or 6 leagues, hauled up N. b. E. for the night. At day light made sail. At 5, close to the white cliffs to the southward of Botany Bay. At half past ten, brought up in the Bay, in 7 fathom water, the N. point S. E. b. E. and the S. point S. S. E. distant 2 or 3 miles.

N. B. Latitude observed while laying in Port Jackson, $33^{\circ} 52'$ south; long. $151^{\circ} 16'$ east; mean of the thermometer 75° .

TABLE II.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
after parting Company with the Alexander, to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1787.				
Nov. 28, Noon.	39 38	31 40	28 40	Variable. Fresh gales, and cloudy. The fleet out of sight.
29	39 44	34 39		Variable. Fresh gales, and cloudy, with squalls and rain. A very cross irregular sea. Went through a spot of yellow coloured water.
30	39 43	36 02		Variable. Light breezes, and fine weather.
Dec. 1	39 48	39 12	29 43	Ditto. Fresh gales and cloudy. Large flocks of blue petrels and gulls about.
2	39 49	42 13	50 20	Variable. Moderate and plea- sant.
3	40 19	45 20		N. W. Fresh gales, and fine weather. Passed some rock- weed.
4	40 51	50 4		Variable. Strong gales and cloudy.
5	40 23	52 33		Ditto. Fresh breezes, and cloudy, with rain. Washed between decks with vinegar, and smoaked with brimstone.
6	40 54	53 43		Variable. Light breezes, and foggy, with rain.
7	41 13	56 41		Ditto. Fresh breeze, and cloudy.
8	41 01	60 15		Ditto. Fresh gales, and ditto.
9	41 01	63 02	29 00	Ditto. Ditto, ditto.
10	41 32	65 45		Ditto. Ditto, and hazy.
11	41 38	69 17		Ditto. Ditto, and cloudy wea- ther.
12	41 33	71 26		Ditto. Ditto, light airs, and cloudy.
13	41 52	74 54		N. E. Fresh breezes, and hazy.
14	41 41	78 34		Variable. Fresh gales and cloudy, with thick small rain. Passed through a large quan- tity of red spawn.

A P P E N D I X.

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T A B L E II. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
after parting Company with the Alexander, to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. West.	Winds, Weather, and Remarks.
1787. Dec. 15, Noon.	41 29	80 47	25 15	S. S. W. Moderate and clear.
16	41 41	83 28	23 14	Variable. Ditto, and cloudy. A number of seals about.
17	41 41	87 19		Variable. Fresh breezes and cloudy. Saw some rock-weed.
18	41 44	91 04		Ditto. Fresh gales and cloudy.
19	41 38	94 29		S. W. Ditto, with squalls and rain. A number of Port Eg- mont hens about. Passed a large patch of rock-weed.
20	41 38	98 04		Westerly. Strong gales and squally.
21	41 40	101 53		Variable. Ditto, ditto.
22	41 51	105 21		Ditto. Fresh gales and cloudy.
23	42 13	109 13		Westerly. Ditto, and hazy, with small rain.
24	42 14	113 22		Variable. Ditto, and cloudy. Passed a piece of rock-weed.
25	42 11	116 56		Variable. Fresh gales and cloudy.
26	42 11	120 08		Northerly. Moderate and cloudy. Saw numbers of albatrosses and white-nosed porpoises. Passed some rock-weed.
27	42 11	124 00		Variable. Moderate and cloudy. Saw a large whale.
28	42 45	127 50	10 00	Westerly. Moderate and hazy, with small rain. Great num- bers of small black petrels about the ship.

A P P E N D I X.

T A B L E II. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, after parting Company with the Alexander, to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. West.	Winds, Weather and Remarks.
1787.	0 1	0 1	0 1	West. Fresh breezes and cloudy. Passed some rock-weed.
Dec. 29, Noon.	43 02	131 41	8 03	Saw some boobies, and large flocks of other birds going to the S. W.
30	43 02	135 53		W. N. W. Moderate and cloudy. Saw a few Port Egmont hens and some rock-weed.
31	43 47	139 13		Variable. Fresh breezes and hazy, with small rain. Great numbers of porpoises about the ship.
1788.	43 49	141 53	2 05	North. Fresh breezes and hazy. Sounded with 120 fathoms, no ground.
Jan. 1			East.	Variable. Fresh breezes and cloudy. Strong lightning to the N. N. W.
2	44 06	144 48	3 24	Ditto. Strong gales and clear. At half past ten, A. M. saw the land bearing N. E. At noon, the S. W. Cape bore E. $\frac{1}{2}$ N. the Northernmost land N. b. E.
3	43 39	146 53		Variable. Fresh breezes and clear. At six, P. M. the Mewstone bore N. b. W. $\frac{1}{2}$ W. 5 miles; South Cape N. E. $\frac{1}{2}$ E. At eight, A. M. the land supposed to be the South Cape bore W. $\frac{1}{2}$ S. and the Northernmost land N. W. $\frac{1}{2}$ N. Great numbers of bottle-nose porpoises about the ship.
4	43 33		6 54	

A P P E N D I X.

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T A B L E II. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
after parting Company with the Alexander, to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788. Jan. 5. Noon.	0 1 43 28	0 1 149 16	0 1 5 05	Variable. Moderate and clear. Sounded, no ground with 120 fathoms.
6	41 39	150 24		Variable. Fresh breezes and cloudy, with squalls.
7	40 44	149 40	10 00	Ditto. Moderate and clear.
8	40 04	149 10	10 40	Ditto. Fresh breeze and ditto. Sounded 120 fathoms, no ground.
9	40 04	150 20		Ditto, ditto, ditto.
10	39 17	151 17		Ditto. Fresh gales and hazy.
11	37 14	151 23		Ditto. Fresh breezes and clear. Passed a small turtle.
12	35 40	150 52		Variable. Light airs and clear. Saw a large shoal of porpoises. Ditto. Moderate and cloudy. Sounded with 120 fathoms, no ground. At ten, A. M. saw the land a-head. At noon, Hall Hill bore W. a little Northernly, six leagues; the extremes of the land from N. N. W. to S. W.
13	34 48			Variable. Light breeze and clear. At five, P. M. sounded in 48 fathoms, coarse brown sand and broken shells, distance from the nearest shore about five miles. At noon, the Southernmost land bore W. the Northernmost (which was Cape Long-nose) N. N. W.
14	35 13			Variable. Moderate and hazy. At four, P. M. Cape Long-nose N. by W. and Cape George W. N. W.
15	35 53	151 37		

T A B L E II. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, after parting Company with the Alexander, to Botany Bay.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0 1	0 1	0 1	
Jan. 16, Noon.	36 18	151 55		Variable. Fresh gales and hazy, with a cross heavy sea.
17	35 39	152 28		Ditto, ditto, and cloudy, with heavy squalls.
18	34 12			Ditto, ditto, ditto. At noon, the white cliffs N. W. by N. about 3 miles, and Cape Banks N. N. E. $2\frac{1}{2}$ miles distant from shore.
19				Fresh gales and clear. At two, P. M. anchored in Botany Bay, in $8\frac{1}{2}$ fathom, the Easternmost point S. E. $\frac{1}{2}$ N. the Southernmost point S. S. E. and the middle of the first sandy bay E. by N.

T A B L E I I I. A

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
from Port Jackson to Norfolk Island.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.				W. S. W. Fresh gales, with rain. At six, P. M. made sail down the harbour. At noon, Port Jackson W. S. W. distant 25 miles.
Feb. 14, Noon.	33 40			
15	32 22	154 11		Southerly. Hard gales and squally, with rain.
16	31 38	156 51		S. S. E. Fresh gales and cloudy. Saw some flying-fish.
				Easterly. Moderate and cloudy. At a quarter past five, P. M. saw two islands, bearing E. S. E. 48 or 19 miles distant. At noon, the South end of the largest island bore S. 68° E. the North end of the small one S. 70° E. distant 15 miles; the largest was named Lord Howe's Island; and the small one Lidgbird Island.
17	32 00	158 04		Variable. Moderate and clear. At seven, P. M. the body of Lord Howe's Island E. $\frac{1}{2}$ S. 12 or 13 miles. Sounded, no ground with 120 fathoms. Found the land seen on the 17th to be only one island. At noon, it bore N. 22° W. four or five miles distant.
18	31 40	159 14	9 33	

TABLE III. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
from Port Jackson to Norfolk Island.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0	0	0	Variable. Moderate breezes and clear. Great numbers of black and blue petrels, and many ganets about the ship. At seven, P. M. Lord Howe's Island bore N. 72° W.
Feb. 19, Noon.	32 10	160 20		Variable. Moderate and cloudy.
20	31 26	160 26	9 54	Ditto. Ditto, and clear.
21	30 40	160 38		Ditto. Light breezes and clear.
22	30 02	161 25	10 04	Ditto. Moderate and cloudy. Saw several tropic birds.
23	29 18	163 13		Ditto. Moderate and clear. Saw a number of flying-fish.
24	28 41	164 39		Variable. Fresh gales and cloudy, with frequent squalls.
25	28 49	164 49		Ditto. Ditto, and squally, with rain.
26	29 23	164 40		Ditto. Ditto. Ditto. A very high irregular sea. Saw numbers of tropic birds.
27	28 34	166 10		Variable. Strong gales and heavy squalls, with rain. Great numbers of birds about the ship.
28	28 58	167 17		Westerly. Fresh gales and squally, with rain. Sounded 100 fathoms, no ground. At half past ten saw the land. At noon saw Norfolk Island, bearing N. E. by E. $\frac{1}{2}$ E. 14 miles distant.
29	29 08	167 58		

A P P E N D I X.

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T A B L E III. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
from Port Jackson to Norfolk Island.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	° /	° /	° /	Variable. Fresh breezes and cloudy. Half past one, P. M. a-breast of the N. E. end of the Island, running along shore in search of a landing place. Sounded from 32 to 40 fathoms, white sand and coral. At seven, P. M. the N. E. end of Norfolk Island bore W. b. N. $\frac{1}{2}$ N. and the S. W. part of the largest isle S. W. by S.
March 1, Noon.	28 58			Variable. Moderate and cloudy. Sent the boat in search of a landing place.
2				Variable. Fresh breezes and cloudy. Half past three, P. M. anchored off the N. E. end of Norfolk Island in 19 fathoms, coarse sand and coral.
3				From this to the 9th, at anchor off Norfolk Island.

T A B L E IV.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
from Norfolk Island to Port Jackson.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0	0	0	W. S. W. Fresh gales and cloudy. At seven, P. M. the middle of Phillip's Island bore E. the N. point of Norfolk Island N. E. by N. and the body of it N. E. by E. four or five leagues distant.
March 9, Noon.	29 31	165 35		S. W. Fresh gales and cloudy.
10	30 47	162 42		W. b. S. Ditto, ditto. A current setting to the Northward.
11	31 18	160 18		Variable. Moderate and cloudy. At half past three, P. M. saw Lord Howe's Island bearing S. W. b. W. At seven, the body of the island W. b. S. four or six leagues. Sounded in 70 to 120 fathoms, no ground. A noon, the North point of Lord Howe's Isle bore N. distant 2 miles.
12	31 31			Variable. Moderate and cloudy. At two, P. M. anchored in 13 fathoms off Lord Howe's Island. Sent a boat to examine the isle, and found abundance of turtle.
13				N. E. Moderate and clear. At six, P. M. Ball's Pyramid bore E. $\frac{3}{4}$ N. and Mount Gower N. E. b. E. distance eight leagues.
14	32 34	156 45		Variable. Fresh gales and cloudy.
15	32 42	155 42		

T A B L E I V. A Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
from Norfolk Island to Port Jackson.

Time.	Lat. South.	Long. East.	Varia. East.	Winds.	Weather and	Remarks.
8.41	32° 44'	154° 46'	Variable.	Variable.	Ditto.	Ditto, and squally with rain. Found a current setting to the Southward at the rate of thirty miles in twenty-four hours.
May 16	32° 44'	154° 46'	Variable.	Variable.	Ditto.	Fresh gales, and cloudy, with frequent squalls. Sounded with 100 fathoms, no ground.
May 17	32° 44'	154° 46'	Variable.	Variable.	Ditto.	Strong gales and squally, with rain. At 4 P. M. saw the land in 3 hills, supposed to be the Brothers, bearing W. N. W. 12 leagues.
May 18	32° 44'	154° 46'	Variable.	Variable.	Ditto.	Moderate and clear. At day-light saw the land, bearing from N. N. W. to W. S. W. Sounded in 76 fathoms, hard sand. At noon Port Jackson W. b. S. distant 5 leagues.
May 19	32° 44'	154° 46'	Variable.	Variable.	Ditto.	Fresh breezes and clear. At 3 P. M. anchored in Port Jackson in 8 fathoms, in the mouth of Sydney Cove.

No. B. The Supply made a second trip to Lord Howe's Island, and her course being different to the former, the route will be given in the following table.

T. A. V. V. I. E. L. E. A. C. O. T. I. N. N. E. D.

Route of the Supply Tenders, Lieutenant Henry Liddell, from Port Jackson to Lord Howe's Island, and from thence to Port Jackson.

Time.	Lat. South.	Long. East.	Winds, Weather, and Remarks.
May 7, Noon.	34 35	151 45	Variable. Fresh breeze, and dark cloudy weather. At 4 P. M. the North Cape of Port Jackson bore W. N. W. 7 leagues.
	35 38	151 45	Ditto. Light airs, and heavy rain.
	36 37	152 07	Ditto. Light breezes, and cloudy.
	37 47	152 19	Ditto. Ditto. Ditto. Saw a Port Phillip boat.
	38 36	152 39	Ditto. Fresh breezes, and squally, with rain. Saw a sail in the N. E. quarter, which proved to be the Charlotte.
	39 44	153 06	Ditto. Strong gales, and squally, with rain.
	40 38	153 48	Southerly. Moderate and cloudy. At 11 A. M. saw Lord Howe's Island, E. b. N. $\frac{1}{2}$ N. distant 18 or 20 leagues.
	41 31	154 13	Variable. Moderate and cloudy. At 10 A. M. anchored a-breast of Mount Liddell, in 15 fathoms. Point King, S. S. E. $\frac{1}{2}$ E. Point Phillip, N. W. $\frac{1}{2}$ N. and the body of the island, N. b. E. $\frac{1}{2}$ E. distant the jolly-boat out, and sent her on shore.

TABLE VI. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball, from Port Jackson to Lord Howe's Island, and from thence to Port Jackson.

Time.	Lat. South.	Long. East.	Variation.	Winds, Weather, and Remarks.
1788.				
May 15.	31 16	158 58	W. S. W.	Light airs and cloudy. At 4 P. M. a strong squall, with rain, the ship instantly drove, cut the cable and made sail. At 5 hoisted in the boat. Saw a strange sail, which proved to be the Lady Penrhyn.
16				W. S. W. Fresh gales, and squally. Standing off and on. At 4 P. M. saw a strange sail, which proved to be the Charlotte.
17				Variable. Light airs. A strong swell from the westward. Employed standing off and on.
18				Variable. Fresh gales, and cloudy. A heavy sea from the S. W. At 6 P. M. Mount Gower bore S. E. b. E. four leagues. At noon, Mount Gower E. $\frac{1}{2}$ S. 20 leagues distant.
19	31 19	158 58		Variable. Fresh breezes, and cloudy.
20	31 19	157 08		Ditto. Fresh gales, and squally, with rain.
21	30 54	155 39		Ditto. Ditto. Ditto, ditto.
22	32 07	154 43		S. S. W. Fresh gales, and cloudy.
23	32 52	153 27	10 43	

* B 2

TABLE V. Continued.

Route of the Supply Tender, Lieutenant Henry Lidgbird Ball,
from Port Jackson to Lord Howe's Island, and from thence to
Port Jackson.

Time.	Lat. South	Long. East.	Vari- East.	Winds, Weather, and Remarks.
1788	34° 04'	150° 10'	S. W. 8	S. W. b. S. Light airs and clear. At 7 A. M. saw the land from N. W. to S. W. distant 84 leagues. At noon, Botany Bay bore W. 12 leagues.
May 24, Noon	34° 04'	150° 10'	Variable	Variable. Light airs, and clear. Working up along shore. At 4 P. M. anchored in Sydney Cove, Port Jackson.

TABLE VI.

Route of the Alexander Transport, Lieutenant John Shortland,
from Port Jackson, New South Wales, to Batavia.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788. July 14. Noon.	°	°	°	Westerly. Light airs, and cloudy. At 8 A. M. weighed, and made sail. At 11 joined company with three Transports.
15	33 27	152 22	8 06	Southerly. Moderate and cloudy, with rain. At 2 P. M. the entrance of Port Jackson W. S. W. 8 leagues. A strong current to the southward.
16	32 36			S. E. b. E. Fresh gales, and cloudy, with rain. At 6 P. M. the land bore from W. to N. W. 5 or 6 leagues distant.
17	32 29	153 19		S. E. Strong gales, and squally. A current setting to the southward.
18	32 17	154 38		S. Fresh gales, and squally, with a heavy sea.
19	31 44	156 53		S. E. Ditto, and pleasant weather.
20	29 27	158 48		W. b. N. Strong gales, and clear. Near noon discovered a shoal about three leagues in length, supposed to be in 29° 20' S. latitude, and 158° 48' E. longitude.
21	28 12	159 52	11 49	Westerly. Pleasant and fair. Spoke the Friendship, and gave them a rendezvous in case of separation.
22	27 31	160 11		N. W. Light breezes, and clear, half past 5 P. M. saw land, bearing from S. W. b. W. to West b. S. 8 leagues distant.

TABLE VI Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from Port Jackson, New South Wales, to Batavia.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0	0	0	
July 23, Noon.	26 51	161 12		Variable. Light airs inclining to calm.
24	24 52	163 12		Ditto. Strong breezes, and squally.
25	23 16	161 26	9 55	S. W. Moderate and clear.
26	22 03	159 32		Southerly. Ditto. Ditto.
27	20 27	158 57		S. S. E. Light breezes and cloudy. The Friendship in company.
28	18 11	160 28		Ditto. Fresh breezes and cloudy.
29	15 40	160 32		S. E. Ditto, and clear.
30	13 19	160 44		E. S. E. Strong gales, and hazy.
31	10 52	161 14		Easterly. Ditto, and squally, with rain. At noon, saw land, bearing from N. half W. to E. N. E. 5 or 6 leagues.
Aug. 1	9 58	160 11		S. E. Brisk gales, with squalls. At 4 P. M. the southernmost point of land, N. E. 8 or 9 leagues. At 8 A. M. distant from shore 6 or 7 leagues.
2	9 40	158 42		E. S. E. Fresh gales and squally, with rain. Running along shore, 6 leagues distant. At 3 P. M. sounded, no ground with 120 fathoms.
3	8 55	158 14	10 40	Easterly. Ditto, and hazy with rain. A. M. the land bore from N. E. b. E. to W. b. S.
4	8 54	157 14		Ditto. Moderate and hazy. A. M. the extremes of the land in sight to the westward, N. N. W. 7 leagues distant.

TABLE VI. Continued.

Route of the *Alexander* Transport, Lieutenant John Shortland,
from Port Jackson, New South Wales, to Batavia.

Time.	Lat. South	Long. East.	Vari- East.	Winds, Weather, and Remarks.
1788.				
Aug. 5, Noon..	8 44	157 34		S. E. Moderate and clear. At 5 A. M. discovered land from E. N. E. to W. b. N. $\frac{1}{2}$ N. forming a very deep bay.
6	8 18	156 55		Easterly. Light breezes, and cloudy. Some canoes with Indians came alongside.
7	7 24	156 37		S. E. Ditto, and clear. At 6 P. M. the body of the land N. E. off shore 5 or 6 leagues.
8	6 22	156 26		E. b. N. Ditto. Ditto. The appearance of a strait or passage, N. b. E. 5 or 6 leagues. Sounded from 10 to 30 fathoms, soft sand. At noon, the middle of the passage, S. b. E. $\frac{1}{2}$ E. 6 or 7 leagues.
9	5 14	156 14		E. N. E. Moderate and clear. At 6 P. M. the extreme point of land in sight to the westward bore S. W. $\frac{1}{2}$ W. 9 or 10 leagues.
10	4 23	156 19		S. E. Fresh breezes, and squally, with rain.
11	2 59	156 25		E. S. E. Light breezes with rain. No land in sight.
12	1 42	155 57		S. E. Moderate and clear.
13	00 36	155 02		Easterly. Fresh breezes, and ditto.
14	00 10	154 27	7 00	Ditto. Light airs, inclining to calm.

TABLE VI. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from Port Jackson, New South Wales, to Batavia.

Time	Lat. South.	Long. East.	Varia. East.	Winds.	Weather and	Remarks.
1788.						
Aug. 15, Noon.	00	9 153 51				Variable. Squally, with heavy showers of rain.
	North.					
16 00	9 153 28			S. W.	Light airs, with thunder, lightning, and rain.	
17 1	14 152 44	6 40		Variable.	Moderate and pleasant. Squally at times.	
18 1	32 152 26			Ditto.	Light airs, inclining to calm. Friendship in company.	
19 1	43 152 09			N. N. E.	Ditto, and squally, with rain.	
20 2	11 151 42			Variable.	Ditto. Ditto.	
21 3	05 151 06			E. N. E.	Light breezes, and clear.	
22 4	11 149 44	6 09		Variable.	Moderate and clear. Passed several logs of wood, and sea eggs.	
23 4	55 148 17			E. b. N.	Moderate and cloudy.	
24 6	03 146 58			S. S. W.	Squally, with heavy rain. A current setting to the northward and westward.	
25 6	02 146 22			Variable.	Light airs, inclining to calm.	
26 5	54 145 22	6 49		Ditto.	Light breezes and clear.	
27 5	54 142 24			N. N. E.	Ditto. Ditto.	
28 6	09 141 22			Easterly.	Squally, with rain. Passed several logs of wood and bamboos.	
29 5	56 140 25			N. E.	Light breezes, and clear.	
30 5	46 140 11			Calm.	A current to the southward.	

TABLE VI. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from Port Jackson, New South Wales, to Batavia.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.				
Aug. 31, Noon.	6 00	139 47		Variable. Light airs, and hot sultry weather.
Sept. 1	6 10	138 59		Ditto. Light breezes and hazy.
2	5 54	138 02		Ditto, ditto, ditto, with heavy rain.
3	5 54	137 39	3 38	N. E. Light airs, inclining to calm. A great quantity of drift wood in sight.
4	6 18	137 26		Variable. Ditto, with rain.
5	6 15	136 46		Ditto. Squally, with rain.
6	6 19	136 21		Ditto. Light airs and cloudy, with heavy rain.
7	6 01	136 05		W. N. W. Ditto, and clear weather.
8	6 08	137 44		E. S. E. Ditto, and hot sultry weather.
9	6 18	136 41		Variable. Light airs, and hot sultry weather.
10	6 50	135 56		S. W. Dark gloomy wea- ther, with squalls. A strong current setting to the north- ward.
11	6 50	135 25		Southerly. Light winds. The extreme points of the South- ernmost of the New Caro- lines bore W. $\frac{1}{2}$ S. and N. $\frac{1}{2}$ W. distance off shore five or six leagues. Found a cur- rent setting rapidly to the Westward.
12	6 38	134 39		Variable. Light airs and squal- ly.
13	6 36	134 18		Ditto. Gentle breezes, inclin- able to squalls.

TABLE VI. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from Port Jackson, New South Wales, to Batavia.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788. Sept. 14, Noon.	0 1	0 1	0 1	Ditto. Light airs. Fourteen hands laid up with the fever.
15	7 51	133 10		Ditto. Fresh breezes and clear.
16	7 50	132 43		S. W. b. W. Moderate and cloudy, with squalls at times.
17	7 25	132 17		S. W. Ditto, and dark cloudy weather.
18	7 45	131 27		W. S. W. Fresh breezes and heavy rain.
19	7 59	131 01		Variable. Ditto, and cloudy. The Friendship in company.
20	8 15	130 39		S. W. b. S. Moderate and cloudy.
21	8 03	130 22		Calm. Excessive hot sultry weather.
22	7 36	129 53		Variable. Gentle breezes and cloudy.
23	7 24	129 27		Variable. Light breezes and clear.
24	6 45	129 15		West. Ditto, ditto.
25	6 39	128 45		W. b. S. Fresh breezes, with squalls and rain.
26	7 04	127 52		S. S. W. Ditto. Strong squalls and heavy showers of rain. A great number of horse-flies flew on board the ship.
27	6 29	127 40		Southerly. Moderate and cloudy. At five A. M. the land of Mindanao bore W. by N. 12 or 13 leagues. Found a current setting to the southward.

APPENDIX

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TABLE VI. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from Port Jackson, New South Wales, to Batavia.

Time.	Lat. North.	Long. East.	Varia- East.	Winds, Weather, and Remarks.
1788.				Variable. Moderate and cloudy. At noon, the S. E. part of Mindanao in sight, which I took for Cape St. Augustin, bore West ten leagues.
Sept. 28, Noon.	6 12	127 09		S. W. Light breezes and hot sultry weather. At noon, the Northernmost point of Disappointment Bay bore N. W. $\frac{1}{2}$ N. distance off shore seven or eight leagues.
29	6 14	126 43		Variable. Brisk gales and clear. The South extreme of Mindanao W. $\frac{1}{2}$ N. eleven or twelve leagues distant. A current setting to the Southward.
30	5 30	126 27		Southerly. Moderate and clear. At day-light made a number of small islands, and one large one, called Karkalang, which bore S. S. W. fifteen or sixteen leagues. Current setting to the Southward.
Oct. 1	4 30	126 20	1 54	Variable. Light airs. A current setting to the Westward. A. M. sounded from eight to fifteen fathoms, sandy bottom.
2	4 22	126 10		West. Light breezes. A strong current setting W. S. W. A. M. anchored in forty fathoms, sandy bottom. Karkalang S. twelve leagues.
3	4 06	125 54		

TABLE VI. Continued.

Route of the Alexander Transport, Lieutenant John Shortland,
from Port Jackson, New South Wales, to Batavia.

Time.	Lat. North	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	•	•	•	Variable. Light airs. At three, P. M. brought home the anchor; weighed, and got the boat a-head to tow. A. M. Karkalang S. by E. twelve leagues.
Oct. 4, Noon.	4 07	125 37		Variable. Light winds and squally, with thunder, lightning, and rain.
5	4 03	125 22		Westerly. Heavy close weather, with frequent squalls.
6	3 35	124 36		S. S. W. Gentle breezes and fine weather. A current setting to the Southward.
7	3 38	124 50		Variable. Light breezes and cloudy, with rain.
8	3 28	123 36		S. S. E. Ditto, inclining to squalls.
9	3 04	122 36		Easterly. Light breezes and clear. Several large pieces of drift wood floating with birds on them.
10	2 28	121 24		Variable. Gentle breezes and clear. At eight, A. M. saw the island of Borneo, bearing from S. to S. S. W. fourteen or sixteen leagues. At noon, the Taba Isles W. N. W. four or five leagues. Strong current setting to the Southward.
11	1 35	120 46		Variable. Light winds, with rain. A. M. Stroomen Point N. E. by E. sixteen or eighteen leagues; and the Southernmost point of the Celebes in sight, S. E. eight or ten leagues.
12	00	17 120 52		

TABLE LIVE. VI. Continued.

Route of the Alexander Transport, Lieutenant John Shortland, from Port Jackson, New South Wales, to Batavia.

Time.	Lat. South.	Long. East.	Vari. East.	Winds, Weather, and Remarks.
1788				
Oct. 12. Noon.	00 28	100 28		S. W. by W. Light airs, with frequent squalls. The extremes of Borneo W. to N. W. b. N. off shore six leagues.
14	01 31	102 37		S. W. Light breezes and clear. Saw the land on both sides the Streights.
15	01 40	102 09		Variable. Moderate and clear. Sounded no ground with 70 fathoms.
16	01 59	101 33		Westerly. Steady breezes and fair weather.
17	02 12	101 28		Variable. Moderate and fair. At three, P. M. saw the land of Borneo, the Westernmost point in sight W. N. W. ten or twelve leagues.
18	02 19	101 05		South. Light airs and clear. At half past ten, P. M. the Friendship made the signal for being on shore. Sent a boat to her assistance, and anchored in eleven fathoms, sandy bottom, encompassed with sand keys and shoals.
19	02 28	100 51		S. W. At ten, A. M. the Friendship got off without any material damage.
20	02 28	101 17		South. Light breezes and clear. At two, P. M. weighed and made sail, the coast of Borneo in sight seven or eight leagues. Strong current setting to the Northward.

BOOK B LIVE XVI. Continued.

Route of the Alexander Transport, Lieutenant John Shortland from Port Jackson, New South Wales, to Batavia.

Time.	Lat. South.	Long. East.	Variation East.	Winds, Weather, and Remarks
1788. Oct. 21. 23. Noon.	18° 18'	150° 00'	W. 2	Southerly. Moderate and clear. Plying in the Streights, and at eight, A. M. anchored off the coast of Borneo.
				Till the 29th at anchor, employed clearing the Friendship, not having hands sufficient to navigate both vessels. On the 28th, having cleared the Friendship, bore holes in her, and set her adrift.
				South. Moderate and fair. At five, A. M. weighed and made sail. At ten, A. M. a-bread of a point which forms the entrance into the harbour of Pamanookan.
				Southerly. Steady breeze and fair. Pamanookan N. W. three leagues. At three A. M. anchored, a current setting strong to the N. E. At six, got under way.
				Variable. Gentle breezes and hazy. At two, P. M. anchored. No land in sight. A. M. weighed. At eight, the island of Pulo Laoot W. b. S. to S. W. b. W. ten or twelve leagues. Current setting to the Northward.

A P P E N D I X.

1841

TABLE VI. Continued.

Route of the Alexander Transport, Lieutenant John Shortland, from Port Jackson, New South Wales, to Batavia.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
17.88				Variable. Light breezes and clear. At six, P. M. a small island under Pulo Laoet S. W. b. W. six leagues. Soundings from 18 to 20 fathoms. At nine, A. M. four large boats appeared in sight. Easterly. Light breezes, with showers of rain. The boats in chase of the ship fired a shot at them, which caused them to go on shore. At six, A. M. the extreme point of Pulo Laoet W. S. W. six leagues. Current setting strongly to the Northward.
Nov. 1. Noon	4 06	81 10		S. b. E. Light airs and clear. At five, P. M. off shore three leagues, Soundings 20 fathom, mud. Southerly. Light airs and pleasant weather.
				Southerly. Moderate and cloudy. The S. W. point of Pulo Laoet W. N. W. Soundings 16 to 18 fathoms. At eight, A. M. the isles Luciciva S. W. b. S. twelve or fourteen leagues, and Monucfar W. S. W. eight leagues. S. E. Fresh gales and cloudy. At nine, A. M. saw the isles Grand and Petit Solombo, from S. W. b. W. $\frac{1}{2}$ W. to W.

TABLE VI. Continued

Route of the Alexander Transport, Lieutenant John Shortland, from Port Jackson, New South Wales, to Batavia.

Time.	Lat. South.	Long. East.	Vari. East.	Winds, Weather, and Remarks.
1788.				
Nov. 7.	5 35	113 21		Easterly. Ditto and clear. At nine, P. M. saw the island Lubeck W. S. W. eight leagues.
Noon.				Ditto. Pleasant breezes and clear. The isles Lubeck from S. S. W. to S. W. four or five leagues.
8	5 34	112 30		E. N. E. Light breezes and hazy.
9	5 26	111 39		Ditto. Fresh ditto and clear.
10	5 27	110 48		S. S. E. Gentle breezes and cloudy. A current setting to the N. E.
11	5 19	109 36		Southerly. Pleasant breezes and clear. The isles Carimon Java S. S. E. eleven leagues.
12	5 29	108 18		N. W. Fresh breezes and squally, with rain. Pulo Rachit W. S. W. four leagues.
13	5 50	107 48		Variable. Light airs.
14	5 37	107 08		Ditto. Light winds, inclinable to squalls. Soundings 27 fathoms, soft clay.
15	5 40	106 40		Ditto, ditto, and hazy. Saw a strange sail standing along shore.
16	5 30	106 00		S. W. Ditto, and hazy. Fell in with a Javanese vessel. At six, P. M. the South Watcher S. W. by W. four leagues.
17	5 52	106 23		Tacked, and stood in for Batavia. On the 18th, anchored in Batavia Roads.

T A B L E VII.

Route of the Lady Penrhyn, Captain Sever, from Port Jackson, New South Wales, to Otaheite.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	o	o	o	Variable. Light breezes, and close sultry weather, with rain. At 5 P. M. the N. head of the harbour, W. b. S. $\frac{1}{2}$ S. 6 or 7 leagues.
May 6, Noon.	33 45	152 00		N. E. Moderate breezes, with very heavy rain.
7	33 53	152 14		Variable. Light breeze, and dark cloudy weather, with rain.
8	34 01	152 27		Ditto. Moderate and cloudy. A current setting to the southward.
9	35 13	152 53		Easterly. Ditto. Ditto, with rain.
10	33 55	152 59		E. N. E. to N. W. Fresh breeze, and cloudy.
11	33 33	154 14	9 30	Variable. Ditto, and fine weather.
12	32 40	156 06		Westerly. Ditto. Ditto.
13	31 54	157 32	10 00	Variable. Light airs, and clear. $\frac{1}{2}$ past 6 P. M. saw an Island bearing N. E. $\frac{1}{2}$ N. 18 or 20 leagues.
14	31 53	158 23	11 00	Ditto. Fresh breezes, and squally. At noon, within $\frac{3}{4}$ of a mile of the reef; spoke the brigant. Supply (Lieut. Ball) and learnt that the island is named Lord Howe's Island.
15	31 35	159 15		Standing off and on, the boats being sent on shore at Lord Howe's Island.
16 } 17 }				S. W. Moderate and cloudy.
18	31 19	159 53	10 00	

T A B L E VII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Port Jackson,
New South Wales, to Otaheite.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0 /	0 /	0 /	Westerly. Fresh breezes, and cloudy weather. At 4 P. M. Lord Howe's Island S. W. b. W. $\frac{1}{2}$ W. 17 or 18 leagues.
May 19, Noon.	31 23	162 11		
20	31 28	164 58		W. S. W. Ditto, with showers of rain.
21	31 23	167 36	10 21	Westerly. Fresh breezes, and squally.
22	31 09	170 39		S. S. W. Fresh gales, and ditto.
23	30 47	172 29	12 00	S. S. E. Pleasant and clear.
24	30 34	173 44		Variable. Moderate and cloudy.
25	30 17	175 16		Ditto. Ditto. Ditto, with showers of rain.
26	29 49	176 28	12 08	S. E. b. S. Moderate and clear.
27	29 45	177 00	11 42	Ditto. Light breezes, and cloudy.
28	29 45	177 23		Variable. Light airs, with rain.
29	29 53	177 52		Ditto. Ditto, and cloudy. Passed by some rock-weed.
30	30 04	178 42		Westerly. Moderate and cloudy.
31	30 24	180 35		S. Fresh breeze and ditto. Caught a great number of flying fish.
June 1	30 11	180 59		S. W. Moderate and cloudy. At 3 P. M. saw two islands, one bearing N. E. $\frac{1}{2}$ E. 7 or 8 leagues, the other E. b. S. 6 leagues. At noon, the northernmost island bore N. E. b. N. 3 miles distant.
2	30 22	182 01		S. W. Moderate and cloudy. At 5 P. M. Macauley's Island, S. W. b. W. 5 miles.

T A B L E VII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Port Jackson,
New South Wales, to Otaheite.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	° /	° /	° /	
June 3, Noon.	30 40	183 25		W. S. W. Moderate breezes, and fine weather.
4	31 01	184 35		Southerly. Fresh breeze, and squally with rain.
5	31 22	185 06		N. N. E. Light airs and dark gloomy weather.
6	32 15	186 16	12 30	N. E. b. N. Moderate, and fine weather.
7	33 11	187 52		Northerly. Strong gales, and squally.
8	33 15	190 13		W. S. W. Fresh gales and fine weather. Saw a large whale.
9	33 07	193 42		Variable. Moderate and cloudy.
10	33 15	196 02		W. S. W. Fresh breeze with frequent squalls.
11	33 13	197 47	10 44	Southerly. Moderate and cloudy.
12	33 04	198 32		S. E. b. E. Light winds, and close heavy weather.
13	33 58	197 57		S. E. b. E. Moderate and cloudy.
14	33 15	199 52		S. E. Fresh breezes, with fleet and rain. Great numbers of birds about the ship.
15	33 57	199 05		S. E. Moderate breezes, and dark heavy weather.
16	33 27	199 46	10 46	S. E. b. E. Ditto, and cloudy weather.
17	34 23	199 49		East. Fresh breezes, and dark gloomy weather.

* C 2

TABLE VH. Continued.

Route of the Lady Penrhyn, Captain Sever, from Port Jackson,
New South Wales, to Otaheite.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	° 1	° 1	° 1	
June 18,	34 42	199 52		S. E. b. E. Fresh gales and squally with rain.
Noon				
19	34 00	201 04		S. E. Strong gales, with heavy squalls, and rain.
20	33 10	202 12		Variable. Ditto. Ditto. A heavy head sea.
21	32 12	203 38		S. E. b. S. Ditto, with very hard squalls, and heavy rain.
22	31 25	204 35		Easterly. Moderate breezes and cloudy.
23	31 51	205 33	8 31	N. E. Light breezes, and ditto.
24	32 12	207 28		Variable. Fresh breezes, with heavy squalls, attended with thunder, lightning, and rain.
25	31 57	209 19		W. S. W. Fresh breeze, and fine weather.
26	30 55	211 47		Ditto. Brisk gale, and cloudy.
27	29 44	211 59		Southerly. Fresh breeze, and ditto.
28	29 35	213 10		Variable. Ditto, and squally with rain.
29	29 18	213 48		N. b. W. Fresh gales, with very severe squalls and rain.
30	28 12	214 23		S. W. Light breezes, and fine weather.
July 1	27 52	213 36	7 38	Variable. Ditto. Ditto. At noon very heavy squalls, with rain. Saw a tropic bird.
2	26 56	213 43		W. N. W. Fresh breeze, and cloudy.

T A B L E VII. Continued.

Route of the Lady Penhryn, Captain Sever, from Port Jackson, New South Wales, to Otaheite.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0 1 0 1	0 1 0 1	0 1 0 1	
July 3, Noon.	25 26	213 43		W. b. N. Moderate, and ditto. Passed some sea-weed.
4	24 22	213 37	6 40	W. S. W. Moderate breezes, and fine weather.
5	23 35	213 03		Variable. Ditto, and cloudy.
6	22 52	212 14		N. Fresh breeze, and ditto, with heavy rain.
7	21 57	211 48	7 44	N. E. Light winds, with heavy rain, thunder and lightning.
8	19 42	211 24		S. S. E. Fresh breezes, and fine weather.
9	18 00	211 55		Ditto. A fresh gale, and ditto. At 6 A. M. saw Osnaburgh Island, bearing N. b. E. $\frac{1}{2}$ E. 4 leagues. At 10 A. M. saw Otaheite bearing W. b. N.
10				At 9 A. M. anchored in Mata-vai Bay, Otaheite, Point Venus, N. N. E. and One Tree Hill, S. b. E. $\frac{1}{2}$ E. half a mile distant from shore.

From this time to the 1st of August, at Otaheite and the adjacent islands Mean of the thermometer, whilst at Otaheite, 87°.

TABLE VIII.

Route of the Lady Penrhyn, Captain Sever, from Otaheite to China.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0 1	0 1	0 1	Variable. Moderate breezes, and cloudy weather. At 6 P. M. the northernmost entrance of Owharre harbour bore S. E. $\frac{1}{2}$ E. 5 miles distant.
Aug. 2, Noon.	15 44	209 05		
3	14 19	207 39	6 20	E. N. E. A pleasant breeze, and fine weather.
4	13 02	206 34		E. b. S. Moderate and clear.
5	12 03	205 29		E. Ditto. Ditto.
6	11 17	204 22		E. S. E. Ditto, and cloudy, with showers of rain.
7	10 03	202 48		Ditto. Ditto. Ditto.
8	8 49	201 48		E. N. E. Fresh breezes and cloudy. At half past 5 A. M. saw a low, flat Island, bearing from E. to N. E., 7 miles; it was named Penrhyn's Island.
9	7 43	200 46		Ditto. A pleasant breeze, and fine weather.
10	6 57	199 47		E. Moderate and pleasant. Great numbers of petrels, man of war birds and pinto-do birds about the ship.
11	5 50	199 05		E. S. E. Light winds, and squally, with lightning and rain.
12	4 25	198 02		E. N. E. Moderate and cloudy.
13	2 52	196 45		Ditto. A fresh breeze, and fine weather.
14	1 33	195 43	7 21	Ditto. Ditto. Ditto.

A P P E N D I X.

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T A B L E VIII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Otaheite, to China.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788. Aug. 15, Noon.	0 22	194 41	0	Ditto. Light breezes and pleasant. Great number of birds about.
	North.			
16	0 54	193 17		E. N. E. A pleasant breeze, and fine weather. Saw two ganets.
17	2 17	192 16		E. Moderate and pleasant. Ganets and other birds about the ship.
18	3 12	191 16		Ditto. Ditto. Saw some curlews.
19	4 25	189 55		E. S. E. Ditto, and cloudy, with rain. No ganets in sight.
20	5 34	188 44		E. Fresh breezes and ditto, ditto.
21	6 19	187 52		E. N. E. Moderate and cloudy. At 6 P. M. an appearance of land presenting itself, brought to for the night. At 5 A. M. no land in sight. Made sail.
22	7 24	186 28		E. N. E. Ditto. Ditto.
23	8 44	184 04		Ditto. Fresh breezes, with passing showers.
24	9 30	181 48		N. E. b. E. Strong breezes, and fine weather.
25	10 18	179 35		Ditto. Fresh breezes, and cloudy, with rain.
26	11 01	177 30		E. N. E. Ditto, and cloudy, with rain.
27	11 36	174 33		Ditto. Ditto, and squally.
28	12 08	172 34	11 30	Ditto. A pleasant breeze, and fine weather.
29	12 40	170 49		E. b. N. Moderate and pleasant.

T A B L E VIII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Otaheite, to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.				
Aug. 30 Noon.	13 16	169 00	0 1	E. b. N. Fresh breezes, and pleasant.
31	13 37	166 49		E. b. N. A fresh breeze, and fine weather.
Sept. 1	13 58	164 47		E. N. E. Brisk gales, and ditto.
2	14 05	162 56		Ditto. Fresh breeze and pleasant.
3	14 16	161 34		E. b. N. Moderate and ditto.
4	14 21	160 07	10 30	E. Ditto. Ditto.
5	14 29	159 05		Ditto. Moderate breezes, with rain.
6	14 34	157 12		E. N. E. Squally unsettled weather, with much rain.
7	14 43	155 54		E. S. E. Light winds, and cloudy, with rain.
8	14 44	154 26		E. b. S. Ditto, and pleasant weather. Saw a very large flock of birds.
9	14 29	153 06		E. b. N. Moderate breezes, and cloudy, no birds seen.
10	14 29	151 39		Ditto. Ditto. And fine weather.
11	14 36	150 09		E. S. E. Moderate, and cloudy. During the night, very heavy rain, with lightning.
12	14 34	148 31		E. b. N. A pleasant breeze, and fine weather.
13	14 46	147 23		E. N. E. Moderate and cloudy, with frequent squalls. Saw a large flock of egg birds.
14	14 51	146 55		S. E. to N. E. Light winds, and close sultry weather.

A P P E N D I X.

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T A B L E VIII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Otaheite to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0 1	0 1	0 1	
Sept. 15, Noon.	14 59	146 34		Variable. Light winds, and close sultry weather.
16	15 04			Ditto. At P. M. saw the island of Saypan, W. $\frac{1}{2}$ N. 12 leagues. At noon, the extremes of Tinian, W. b. S. to S. W. $\frac{1}{2}$ S. 4 leagues distant.
17				From the 17th to the 30th, employed in watering and procuring refreshments at Tinian.
30	15 40	144 21	6 20	S. E. Fresh breezes, and dark cloudy weather, with heavy squalls and constant rain. At half past five, P. M. Tinian bore E. b. S. 10 or 11 leagues distant.
Oct. 1	16 23	143 01		S. E. Ditto, with squalls and rain.
2	16 53	142 07		Variable. A light breeze, with dark heavy weather.
3	17 24	140 08		E. S. E. Fresh breezes and hazy, with frequent squalls.
4	18 05	139 46		East. Ditto, and cloudy.
5	18 23	138 12		Ditto. Ditto, and ditto. Heavy squalls during the night, with lightning.
6	18 50	136 36		Ditto. Fresh breezes and squally, with rain, thunder and lightning.
7	19 13	135 11		Ditto. Ditto, and heavy unsettled weather, with squalls, and very hard rain.
8	19 39	133 35		Ditto. Fresh gales and ditto. Many birds and fish about.

T A B L E VIII. Continued.

Route of the Lady Penrhyn, Captain Sever, from Otaheite to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	°	°	°	E. b. S. Strong gales and squally. Saw several land swallows.
Oct. 9. Noon.	20 02	131 55		Ditto. Fresh breezes and cloudy. Vast numbers of birds and fish about. Passed some rock-weed.
10	20 09	130 25		E. b. S. A steady breeze, and cloudy weather.
11	20 45	128 11		E. N. E. Ditto, and fine weather.
12	21 19	126 59		Ditto. Ditto and ditto.
13	21 19	125 10		E. b. N. Fresh breeze and cloudy, with rain.
14	21 08	123 19		N. E. Fresh gales and cloudy. At two, A. M. saw Grafton Island, bearing from W. S. W. to S. W. $\frac{1}{2}$ W. about three leagues distant.
15	21 24	121 09		N. N. E. Brisk gales and fine clear weather.
16	21 35	119 10		Ditto. Strong gales, with frequent squalls and heavy rain.
17	21 48	116 50		N. E. Ditto, ditto. Passed by a number of Chinese fishing boats. At eight, P. M. sounded in 56 fathoms, mud and sand. At half past six, A. M. saw the land bearing from W. to N. E. At noon, passed between the North Lemas and Sapata a quarter of a mile distant from the North island.
18	22 03	114 46		N. N. E. Moderate breezes and thick hazy weather. At nine, A. M. worked up into Macao Roads.
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TABLE IX.

Route of the Scarborough, Captain Marshall, from Port Jackson,
New South Wales, to China.

Time.	Lat. South.	Long. East	Varia. East.	Winds, Weather, and Remarks.
1788.	° , ° , ° ,			
May 7, Noon.	35 09	152 32		N. E. by E. Moderate and cloudy. At four, P. M. Port Jackson N. W. eight leagues.
8	36 04	153 21		N. E. Fresh breezes and squal- ly, with rain. A current set- ting to the southward.
9	36 47	153 08		E. b. N. Strong gales, with heavy squalls, thunder, light- ning and rain.
10	36 26	153 11	9 24	E. Fresh breezes and cloudy.
11	37 12	154 21		N. E. b. N. Ditto, ditto. A strong current setting to the Northward and Eastward.
12	35 38	155 42	9 40	Westerly. Moderate and clou- dy.
13	34 38	156 45		S. S. W. Ditto, and clear. Great numbers of birds a- bout the ship.
14	33 58	156 45		Variable. Light airs and clou- dy.
15	31 42	156 45		South. Fresh breeze and squal- ly.
16	30 56	158 23		S. b. W. Moderate and clear. W. S. W. Light airs and clou- dy. At four, P. M. saw Lord Howe's Island E. b. S. 17 leagues. At noon, the Island E. by S. six leagues. Saw the Supply, the Lady Penrhyn, and the Charlotte.
17	31 25	159 12		
18				S. W. Standing off and on at Lord Howe's Island.

TABLE IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson,
New South Wales, to China.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	•	•	•	S. W. b. W. Moderate and cloudy. At four, P. M. made sail, the Charlotte in company. The body of Lord Howe's Island S. W. by S. seven leagues.
May 19, Noon.	30 36	161 17	10 14	S. W. b. W. Moderate and pleasant weather.
20	29 35	163 31		S. W. Ditto, and cloudy, with small rain.
21	29 11	165 55		Southerly. Fresh breeze and squally, with rain. At eight, A. M. saw Norfolk Island E. b. S. 12 leagues.
22	28 50	168 12		S. E. b. E. Ditto and cloudy. At four, P. M. the body of Norfolk Island S. $\frac{1}{2}$ E. six leagues. Sounded in 25 fathoms, coarse white sand and shells.
23	27 29	169 06		S. S. E. Pleasant and clear.
24	26 12	170 02	10 50	E. S. E. Moderate breezes and cloudy weather.
25	24 35	170 43		S. S. E. Fresh breezes and ditto, with squalls.
26	22 44	170 43	12 00	E. b. S. Ditto and squally. At one, P. M. saw Matthews' Island N. N. E. eight leagues. At noon, the island S. b. W. $\frac{1}{2}$ W. ten leagues.
27	21 55	171 17		E. S. E. Ditto. Ditto.
28	20 28	172 06		

A P P E N D I X.

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T A B L E IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson, New South Wales, to China.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather and Remarks.
1788.	0 /	0 /	0 /	{ Easterly. Fresh gales and squally. A heavy swell from the Eastward.
May. 29, Noon.	19 11	171 50		
30	17 13	172 43		{ East. Ditto. Ditto.
31	15 21	173 23		{ S. E. b. S. Strong gales, with heavy squalls, and much rain. At four, P. M. passed several large trees and cocoa-nuts floating in the water.
June 1	14 01	173 23		{ Variable. Moderate and cloudy, with squalls.
2	13 26	173 19		{ Easterly. Light airs and ditto, with heavy rain.
3	12 22	173 38	10 44	{ W. N. W. Ditto, ditto, ditto.
4	11 49	173 12		{ Variable. Moderate and cloudy.
5	11 44	173 50		{ Southerly. Light airs and pleasant. At two, P. M. founded in 15 fathoms. Discovered a shoal of large extent, with foundings from 15 to 30 fathoms, rocky bottom.
6	10 56	174 24	10 44	{ Variable. Light airs, inclining to calm.
7	9 12	174 24	11 04	{ E. S. E. Fresh breezes and cloudy.
8	8 15	174 07		{ Variable. Moderate and ditto.
9	7 59	174 24		{ S. E. b. S. Light breeze and cloudy, with thunder and lightning.
10	7 05	174 24		{ Southerly. Light airs and pleasant weather.
11	6 01	174 43	11 36	{ W. b. N. Moderate and ditto.
12	5 37	175 34		{ Variable. Light airs and ditto.
13	5 32	175 51		{ E. b. N. Ditto, ditto.

T A B L E IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson,
New South Wales, to China.

Time.	Lat. South.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	0	0	0	
June 14, Noon.	4 36	175 51		E. S. E. Light airs and pleasant weather.
15	3 19	175 23		E. b. N. Moderate winds and cloudy, with frequent squalls.
16	2 30	174 40	11 52	N. E. Ditto and clear.
17	1 2	174 12		Easterly. Ditto, ditto.
				Variable. Ditto, ditto. At six, A. M. Saw Hopper's Island N. $\frac{1}{2}$ W. eight miles. Sounded and got no ground. At seven, A. M. saw Henderville's Island bearing six miles to the S. W. of Hopper's Island. At one, P. M. saw Woodle's Island 3 miles N. W. of Henderville's Island. Several canoes coming towards the ship.
	North.			
18	00 05	173 43		N. N. E. Light airs and pleasant weather. As three P. M. Henderville's Island three miles distant. Sounded in 60 fathoms, no ground. Hove to main top-fail to the mast. A number of canoes in sight. At six, P. M. made fail.
19	00 30	173 03		Easterly. Light airs and pleasant weather. At five, A. M. saw land, bearing E. N. E. eight miles. Found it to be a chain of islands, extending S. E. and N. W. 30 leagues. Sounded one mile from the land in 80 fathoms, got no ground.
20	1 48	173 03		

T A B L E IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson,
New South Wales, to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	° , ° , ° ,			Easterly. Moderate and cloudy, with rain. At noon, saw land, bearing N. b. E. five leagues.
June 21, Noon.	2 46	173 03		
22	4 14	172 38	10 22	E. N. E. Ditto and pleasant. At four, P. M. close in with the land. A number of canoes in sight. Sounded with 60 fathoms, no ground. The land formed six islands, extending from N. b. W. to S. E. 14 leagues. They were named Allen's Island, Gillespy's Island, Touching's Island, Clarke's Island, Smith's Island, and Scarborough Island.
23	5 30	172 22		E. b. N. Moderate and cloudy, with intervening squalls and rain. A current setting to the Northward.
24	5 52	171 50		N. E. b. E. Ditto. Ditto, with much rain. At six P. M. saw land, bearing from N. to N. W. four leagues. Wore and stood to the Southward. Sounded 100 fathoms, no ground.
25	6 29	171 28		East. Light breezes and cloudy. At two, P. M. within two miles of the Easternmost land. Found it to be a chain of islands extending from E. to the Westward 25 leagues. Sounded with 100 fathoms, no ground. Several canoes in sight. At noon, rounded the Westernmost point of Lord Mulgrave's range.

TABLE IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson,
New South Wales, to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather and Remarks.
1788.	0 1	0 1	0 1	Variable. Light airs and gloomy weather. A strong current setting to the Northward. At four, P. M. saw land S. E. six leagues. At noon, squally with rain. Saw a parcel of small islands lying E. and W.
June 26, Noon.	7 25	171 10		E. b. N. Light breezes and cloudy, with heavy rain. At nine, A. M. saw several small islands bearing from N. to N. W. b. W. three or four leagues.
27	8 02	170 57		Variable. Fresh breeze and cloudy. At four, P. M. close in with the Westernmost island. Saw several more islands bearing N. N. E. five or six leagues. At five, A. M. saw land a-head bearing N. b. E. six leagues, and some islands E. seven or eight leagues. Sounded 100 fathoms, no ground.
28	8 59	170 24		N. E. b. E. Fresh breezes and clear. At five, P. M. saw land bearing N. five leagues. At six, P. M. saw land N. E. At seven, wore and stood off the land. At six, A. M. saw land appearing in several islands. At eleven, A. M. got clear of all the land.
29	9 34	169 22		

T A B L E IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson, New South Wales, to China.

Time.	Lat. North.	Long. East.	Vari. East.	Winds, Weather and Remarks.
1788	0 1	0 1	0 1	N. E. Fresh breeze, and clear.
June 30, Noon.	10 46	168 49	10 30	At 3 P. S. steering N. N. W. saw several islands on the lee-beam, and one on the weather-bow, 5 or 6 leagues. At day-light, no land in sight. A current setting to the northward.
July 1	11 47	168 05	12 14	N. E. b. E. Fresh winds and clear. Saw a great number of birds of various kinds.
2	13 22	166 33	11 56	N. E. Ditto. Ditto. The Charlotte in company.
3	14 57	164 55		E. Moderate and pleasant.
4	16 17	163 25		N. E. b. E. Ditto. Ditto. A great number of birds about the ship.
5	17 10	162 17	11 28	E. N. E. Ditto. Ditto.
6	17 42	161 09		E. Ditto. Ditto.
7	18 17	159 56		S. E. Light winds, and ditto.
8	18 55	159 03		E. S. E. Inclining to calm, squalls intervening.
9	19 28	158 05	10 10	E. N. E. Squally, with much rain.
10	19 59	157 05		S. S. E. Ditto. Ditto.
11	20 44	155 37		Variable. Moderate and cloudy.
12	21 35	153 58		East. Ditto, with frequent squalls, and much rain.
13	22 08	152 00		S. E. Fresh breezes, and squally.
14	22 38	149 55		S. S. E. Fresh gales, and very squally.

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T A B L E IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson,
New South Wales, to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks,
1788.	0 1	0 1	0 1	
July 15, Noon.	22 24	150 51		S. b. W. Moderate, and cloudy.
16	21 59	151 42		S. S. W. Ditto. Ditto, with lightning.
17	21 44	152 04		Variable. Light winds, and cloudy.
18	21 35	151 49		S. Light airs, inclining to calm.
19	20 57	150 45		S. E. Moderate and fair weather.
20	20 21	150 05	7 38	E. S. E. Light airs and pleasant weather.
21	20 16	149 52		Calm. Clear weather.
22	19 43	149 16		Variable. Light airs, and clear.
23	19 25	149 16		Ditto. Ditto. Ditto.
24	18 56	149 15		S. W. Light winds, and cloudy.
25	18 08	149 00		W. S. W. Moderate and clear.
26	17 16	148 55		W. A gentle breeze, and cloudy.
27	16 58	148 51	8 00	Ditto. Moderate, and ditto. A great number of birds about the ship.
28	16 34	147 23		S. E. b. S. Fresh breeze, and ditto.
29	16 02	146 32	7 14	Variable. Light ditto, and pleasant weather.
30	15 23	145 42		E. N. E. Ditto, and cloudy. Saw several ganets about the ship.
31	15 12	145 15		Southerly. Ditto, and pleasant. At 6 A. M. saw the Island of Sapan, bearing W. b. S. 6 leagues.
Aug. 1 } to 8 }				At anchor at Tinian, procuring refreshments.

A P P E N D I X.

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T A B L E IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson, New South Wales, to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather and Remarks.
1788.	0	0	0	
Aug. 9.	15 29	144 24		S. W. Strong gales, and squally, with much rain.
Noon.				Variable. Moderate and cloudy. Squalls at intervals.
10	15 39	143 18		S. S. E. Ditto, and fair weather.
11	15 19	142 26		E. S. E. Ditto. Ditto.
12	14 42	140 46		S. E. Ditto. Ditto.
13	14 27	138 18	4 00	Ditto. Fresh breezes, and cloudy.
14	14 12	136 05		Southerly. Ditto. Ditto.
15	14 21	134 14		S. E. Ditto, and squally, with rain.
16	14 48	132 11		S. W. Light winds, and cloudy.
17	15 07	131 26	3 14	Calm. Cloudy, with small rain.
18	15 11	131 15		E. b. S. Light airs, inclining to calm.
19	15 15	130 51		Variable. Light breeze, with frequent squalls.
20	15 28	130 05	2 00	S. W. Fresh breezes, and ditto, with thunder, lightning, and heavy rain.
21	16 25	129 11		Ditto. Ditto. Ditto. Saw a small land bird, resembling a lark.
22	17 05	128 08		Ditto. Strong gales, and squally, with heavy rain.
23	17 42	127 10		S. S. W. Ditto. Ditto. Saw a number of small land birds, and several ganets.
24	18 11	125 55		S. W. b. S. Fresh breeze, with frequent squalls. Passed several logs of wood, floating in the water.
25	18 51	124 48		

T A B L E I X Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson, New South Wales, to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	°	°	°	S. b. W. Moderate and cloudy. Caught a number of land-birds, resembling a martin.
Aug. 26, Noon.	19 00	123 30		Variable. Squally, unsettled weather. A current setting N. N. E. $\frac{1}{2}$ mile an hour.
27	19 05	122 19		S. E. Moderate breezes, and cloudy weather.
28	18 33	121 30		N. N. W. Light winds, and ditto, with rain.
29	18 41	121 16	00 18	Ditto. Fresh breeze, and ditto. At 1 P. M. saw land, bearing W. 8 or 9 leagues. At noon, Cape Engano, S. W. b. W. $\frac{1}{2}$ W. 6 leagues.
30	19 07	121 52		N. b. W. Light breeze, and cloudy. P. M. saw several islands from W. to W. b. N.
31	18 59	122 31		N. N. W. Moderate and cloudy. A heavy swell from the eastward.
Sept. 1	19 24	122 45		W. N. W. Moderate and cloudy. Passed a strong rippling setting to the northward. At 11 A. M. saw a small island, bearing W.
2	20 17	122 05		S. S. W. At 5 P. M. saw several islands, bearing from W. b. S. to W. N. W. A strong current setting to the northward.
3	21 05	122 05	1 12	

T A B L E IX. Continued.

Route of the Scarborough, Captain Marshall, from Port Jackson,
New South Wales, to China.

Time.	Lat. North.	Long. East.	Varia. East.	Winds, Weather, and Remarks.
1788.	° ,	° ,	° ,	{ E. S. E. Moderate and pleasant. At 6 P. M. Grafton Island bore S. b. E. 5 leagues. A very strong current setting to the northward. Ditto. A fresh gale and cloudy, with frequent squalls, and heavy rain. E. Strong gales, and cloudy. E. N. E. Ditto, with heavy squalls, and rain. At noon, sounded in 36 fathoms, muddy bottom. E. Ditto. Ditto. At 3 P. M. saw the Lema Islands, W. b. N. four leagues. The next day, anchored in Macao roads.
Sept. 4,	21 10	119 30		
Noon.				
5	19 51	117 31		
6	19 40	114 53		
7	21 50	113 21		{
8				

TABLE IX. Continued.

Route of the Steamer "Canton" from New York to China.

Time	Lat	Long	Wind	Weather and Remarks
1:55	34° 10' N	122° 30' W	0	U. S. M. Schooner and pilot boat. At 1 P. M. anchored in the lee of the island. A very strong current setting to the northeast.
2:00	34° 10' N	122° 30' W	0	Ditto. A fresh gale and clear sky, with frequent squalls and heavy rain.
2:15	34° 10' N	122° 30' W	0	E. Strong gale, and cloudy.
2:30	34° 10' N	122° 30' W	0	E. At 2 P. M. with heavy squalls, and rain. At noon founded in 30 fathoms, mud by bottom.
2:45	34° 10' N	122° 30' W	0	E. Ditto. At 2 P. M. saw the Lewis Island. W. A. In four leagues. The next day anchored in Mexico waters.

A

LIST OF CONVICTS

SENT TO

NEW SOUTH WALES,

IN 1787.

Names.	Where convicted.	When convicted.	Years
Abel, Robert	London	23 Feb. 1785	7
Abrams, Henry			
Abrahams, Esther	London	30 Aug. 1786	7
Abell, Mary, alias Tilley	Worcester	5 Mar. 1785	7
Acres, Thomas	Exeter	14 Mar. 1786	7
Adams, John	London	26 May, 1784	7
Adams, Mary	Ditto	13 Dec. 1786	7
Agley, Richard	Winchester	2 Mar. 1784	7
Allen, John	Hertford	2 Mar. 1786	7
Allen, William	Ormskirk	11 Apr. 1785	7
Allen, Charles	London	7 July, 1784	7
Allen, Sufannah	Ditto	18 Apr. 1787	7
Allen, Mary	Ditto	25 Oct. 1786	7
Allen, Jamafin, alias Boddington	Ditto	25 Oct. 1786	7
Allen, Mary, alias Conner	Ditto	10 Jan. 1787	7
Anderson, John	Exeter	20 Mar. 1786	7
Anderson, Elizabeth	London	10 Jan. 1787	7
Anderson, John	Ditto	26 May, 1784	7
Anderson, Fanny	Winchester	7 Mar. 1786	7
Archer, John	London	26 May, 1784	7
Arscott, John	Bodmin	18 Aug. 1783	7
Atkinson, George	London	21 Apr. 1784	7
Ault, Sarah	Ditto	21 Feb. 1787	7
Ayners, John, alias Agnew	Ditto	26 May, 1784	7
Ayres John	Ditto	21 Apr. 1784	7

Names.	Where convicted.	When convicted.	Years
Bartlett, James	Winchester	1 Mar. 1785	7
Barsby, George	Ditto	1 Mar. 1785	Life
Barnett, Henry, alias Barnard, alias Burton	Warwick	21 Mar. 1785	7
Bails, Robert	Reading	28 Feb. 1785	Life
Barnes, Stephen	York	9 July, 1785	7
Bannister, George,	London	1 Apr. 1784	7
Barferd, John	Ditto	14 Dec. 1784	7
Barland, George	Ditto	7 July, 1784	7
Balding, James, alias William	Ditto	23 Feb. 1785	7
Bafon, Eliz. wife of William } Bafon	New Sarum	24 July, 1784	7
Bayley, James	Ditto	11 Mar. 1786	7
Bazley, John	Exeter	12 Jan. 1785	7
Baker, Thomas	Ditto	10 Jan. 1786	7
Barrett, Thomas	Ditto	24 May, 1784	Life
Batley, Caten	Ditto	24 May, 1784	7
Barsby, Samuel	Ditto	20 Mar. 1786	7
Ball, John	Ditto	20 Mar. 1786	7
Barry, John	Bristol	23 Nov. 1785	7
Barret, Daniel			
Barber, Elizabeth			
Baldwin, Ruth, alias Bowyer	London	20 Aug. 1786	7
Baker, Martha	Ditto	30 Aug. 1786	7
Bell, William	Ditto	21 Apr. 1784	7
Bencar, Samuel	Ditto	26 May, 1784	7
Bellet. Jacob	Ditto	12 Jan. 1785	7
Beardsley, Ann	Derby	5 Aug. 1785	5
Best, John			
Beckford, Elizabeth	London	10 Jan. 1787	7
Bellamy, Thomas	Worcester	9 July, 1785	7
Bird, James	Croydon	20 July, 1785	7
Bird, Samuel	Ditto	20 July, 1785	7
Bishop, Joseph			
Bingham, John, alias Baughan			
Bingham, Eliz. alias Mooring	London		
Bird, Eliz. alias Winifred	Maidstone	14 Mar. 1787	7
Blackhall, William	Abingdon	6 Mar. 1786	7
Blunt, William	London	10 Dec. 1783	7
Blake, Francis	Ditto	26 May, 1784	7
Blatherhorn, William	Exeter	24 May, 1784	Life
Bloedworth, James	Kingstone	3 Oct. 1785	7
Blanchett, Sufannah	Ditto	2 Apr. 1787	7
Bond, Peter	London	23 Feb. 1785	7

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Names.	Where convicted.	When convicted.	Years
Boyle, John	London	23 Feb. 1785	7
Boggis, William			
Bond, William	Exeter	18 July, 1785	7
Bond, Mary, wife of John Bond	Wells	19 Aug. 1786	7
Boulton, Rebecca	Lincoln	16 July, 1784	7
Bonner, Jane	London	18 Apr. 1787	7
Boulton, Mary	Shrewsbury	12 Mar. 1785	7
Brown, James	Hertford	2 Mar. 1785	7
Brown, William	Southwark	10 Jan. 1786	7
Brindley, John	Warwick	21 Mar. 1785	7
Brown, Richard	Reading	15 July, 1783	7
Brough, William	Stafford	9 Mar. 1789	7
Bradley, James	London	29 June, 1785	7
Bradley, James	Ditto	6 May, 1784	7
Brown, Thomas	Ditto	10 Sept. 1783	7
Bradbury, William	Ditto	10 Sept. 1783	7
Bryant, Thomas	Maidstone	15 Mar. 1784	7
Bryant, William	Launceston	20 Mar. 1784	7
Brown, Thomas	Exeter	24 May, 1784	7
Bradford, John	Ditto	9 Jan. 1786	7
Brannegan, James	Ditto	24 May, 1784	7
Bruce, Robert	Ditto	24 May, 1784	7
Brown, William	Ditto	24 May, 1784	7
Bryant, John	Ditto	14 Mar. 1786	7
Brewer, William	Ditto	20 Mar. 1786	7
Brice, William	Bristol	11 Feb. 1785	7
Brand, Curtis			
Bryant, Michael			
Brand, Lucy, alias Wood	London	19 July, 1786	7
Branham, Mary	Ditto	23 Feb. 1785	7
Bruce, Elizabeth	Ditto	10 Jan. 1787	7
Burleigh, James	Ditto	7 July, 1784	7
Burn, Peter	Ditto	10 Sept. 1783	7
Burne, James	Ditto	21 Apr. 1784	7
Butler, William	Ditto	7 July, 1784	7
Buckley, Joseph	Dorchester	16 Mar. 1786	7
Burridge, Samuel	Ditto	3 Aug. 1786	7
Burn, Patrick			
Burn, Simon			
Busley, John			
Bunn, Margaret	London	26 Apr. 1786	7
Burkitt, Mary	Ditto	20 Aug. 1786	7
Burdo, Sarah	Ditto	25 Oct. 1786	7

Names.	Where convicted.	When convicted.	Years
Carver, Joseph	Maidstone	13 Mar. 1786	7
Castle, James	London	7 July, 1784	7
Campbell, James, alias George	Ditto	23 Feb. 1785	7
Cambell, James	Guildford	11 Aug. 1784	7
Carney, John	Exeter	22 July, 1782	7
Carty, Francis	Bodmin	14 Aug. 1786	7
Carey, Ann	Taunton	30 Mar. 1786	7
Carter, Richard, alias Mich. } Cartwright	Shrewsbury	13 Mar. 1784	7
Cabel, Henry			
Carrol, Mary, wife of James } Carroll	London	25 Oct. 1786	7
Cesar, William	Maidstone	14 Mar. 1785	7
Chields, William			
Chaddick, Thomas	London	7 July, 1784	7
Church, William	Dorchester	16 Mar. 1786	7
Chaaf, William	Exeter	20 Mar. 1786	7
Chinery, Samuel	Ditto	7 Aug. 1786	7
Chanin, Edward	Ditto	7 Aug. 1786	7
Clough, Richard	Durham	19 July, 1785	7
Clements, Thomas	London	7 July, 1784	7
Clark, John, alias Hosier	Ditto	6 Apr. 1785	7
Clark, William	Ditto	21 Apr. 1784	7
Clarke, John	Exeter	7 Aug. 1786	7
Cleaver, Mary	Bristol	4 Apr. 1786	7
Clear, George			
Clark, Elizabeth			
Connelly, William	Bristol	3 Feb. 1785	7
Cormick, Edward	Hertford	2 Mar. 1786	7
Corden, James	Warwick	21 Mar. 1785	7
Colling, Joseph	London	7 July, 1784	7
Cole, William	Ditto	7 July, 1784	7
Cox, John Matthew	Ditto	23 Feb. 1785	7
Collier, Richard	Kingstone	24 Mar. 1784	7
Connolly, William	Bodmin	14 Aug. 1786	7
Conelly, Cornelius	Exeter	7 Aug. 1786	7
Colman, Ishmael	Dorchester	16 Mar. 1786	7
Coffin, John	Exeter	9 Jan. 1786	7
Cole, Elizabeth	Ditto	20 Mar. 1786	7
Cox, James	Ditto	24 May, 1784	Life
Copp, James	Ditto	20 Mar. 1786	7
Coombes, Ann, wife of Sam. } Coombes	Taunton	30 Mar. 1786	7
Cole, Elizabeth	London	26 Apr. 1786	7

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Names.	Where convicted.	When convicted.	Years
Colley, Elizabeth	London	23 Feb. 1785	14
Cooke, Charlotte	Ditto	10 Jan. 1787	7
Cooper, Mary	Worcester	19 July, 1785	7
Colpitts, Ann	Durham	2 Oct. 1786	7
Crofs, John	New Sarum	25 Mar. 1785	7
Cropper, John	London	14 Dec. 1784	7
Crofs, William	Coventry	21 Mar. 1783	7
Creamer, John	Exeter	12 Jan. 1785	7
Creek, Jane	London	14 Sept. 1785	7
Cunningham, Edward	Ditto	7 July, 1784	7
Cullen, James Bryen	Ditto	6 Apr. 1785	7
Cullyhorn, John	Exeter	22 July, 1782	7
Cudlip, Jacob, alias Norris	Bodmin	25 July, 1785	7
Cufs, John, alias Hanaboy	New Sarum	11 Mar. 1786	7
Cuckow, William			
Davis, Aaron	Bristol	29 Mar. 1785	7
Day, Richard	Reading	24 July, 1786	7
Davies, Edward	Stafford	27 July, 1785	7
Day, Samuel	Glocester	23 Mar. 1785	14
Davis, Samuel	Ditto	13 July, 1785	7
Davis, William			
Davis, James	London	8 Dec. 1784	7
Daniells, Daniel	Ditto	6 May, 1784	7
Daley, James	Ditto	26 May, 1784	7
Davidson, John	Ditto	23 Feb. 1785	7
Davis, William	Brecon	15 July, 1785	Life
Davis, Richard			
Daley, Ann, wife of Gore Da- ley, alias Ann Warburton	Nether Knutsf	3 Oct. 1786	7
Darnell, Margaret	London	18 Apr. 1787	7
Davis, Ann	Ditto	26 Apr. 1786	7
Dalton, Elizabeth	Ditto	14 Sept. 1785	7
Davidson, Rebecca, wife of Robert Davidson	Ditto	25 Oct. 1786	7
Dawson, Margaret	Ditto	10 Jan. 1787	7
Davis, Frances	Chelmsford	6 Mar. 1786	14
Davies, Sarah	Worcester	2 Aug. 1783	7
Davies, Mary	Shrewsbury	12 Mar. 1785	7
Dennison, Michael	Poole	15 Apr. 1785	7
Denison, Barnaby	Bristol	30 Apr. 1783	7
Delany, Patrick			

Names.	Where convicted.	When convicted.	Years
Dickson, Thomas, alias Ralph Raw	Durham	19 July, 1785	7
Discall, Timothy	Bodmin	25 July, 1785	7
Dixon, Mary	London	31 May, 1786	7
Dickenson, Mary	Southwark	8 Jan. 1787	7
Douglas, William	Lincoln	9 July, 1785	7
Dowland, Ferdinand	London	23 Feb. 1785	7
Dodding, James, alias Doring			
Dring, William	Kingsf. up. Hull	7 Oct. 1784	7
Dunnage, Joseph	London	21 Apr. 1784	Life
Dudgens, Elizabeth			
Dundass, Jane	London	18 Apr. 1787	7
Dutton, Ann	Ditto	26 Apr. 1786	7
Deyer, Leonard	Southwark	10 Jan. 1786	7
Dykes, Mary	London	26 Apr. 1786	7
Earle, William	New Sarum	5 Mar. 1785	7
Eagleton, Will. alias Bones	Kingston	22 Mar. 1786	7
Eaton, Mary, alias Shephard			
Early, Rachel	Reading	24 July, 1786	7
Eaton, Martha			
Eccles, Thomas	Guildford	22 July, 1782	Life
Edmunds, William	Monmouth	21 Mar. 1785	7
Edwards, William			
Eggleston, George	Maidstone	13 Mar. 1786	7
Ellam, Peter	Ormskirk	18 July, 1785	7
Elliot, William	Croydon	18 Aug. 1783	7
Elliot, Joseph	Bristol	24 Nov. 1784	7
Ellam, Deborah	Chester	30 Aug. 1784	7
English, Nicholas	London	8 Dec. 1784	7
Everett, John	Hertford	2 Mar. 1786	7
Everingham, Matthew	London	7 July, 1784	7
Evans, Williams	Shrewsbury	12 Mar. 1785	7
Evans, Elizabeth	London	13 Dec. 1786	7
Farrell, Philip	London	15 Sep. 1784	7
Farley, William	Bristol	10 Feb. 1785	7
Farmer, Ann	London		
Fentum, Benjamin	Ditto	10 Oct. 1783	7
Ferguson, John	Exeter	20 Mar. 1786	7
Fillefey, Thomas	Bristol	29 Apr. 1783	7
Fitzgerald, Jane, alias Phillips	Ditto	4 Apr. 1786	7

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Names.	Where convicted.	When convicted.	Years
Field, William			
Finlow, John, alias Hervey			
Field, Jane	London		
Fitzgerald, Elizabeth	Ditto	13 Dec. 1786	7
Flyn, Edward			
Flarty, Phebe	London	21 Feb. 1787	7
Fowkes, Francis	Ditto	13 Dec. 1785	7
Forrester, Robert	Ditto	10 Sept. 1783	7
Foyle, William	New Sarum	9 July, 1785	7
Fowles, Ann	London	6 Apr. 1785	7
Fownes, Margaret	Shrewsbury	4 Aug. 1784	7
Forbes, Ann	Kingston	2 Apr. 1787	7
Freeman, James	Hertford	3 Mar. 1784	7
Freeman, Robert	London	10 Dec. 1784	7
Francis, William	Ditto	14 Dec. 1784	7
Francisco, George	Ditto	8 Dec. 1784	7
Fry, George			
Fryer, Catherine, alias Prior			
Frazer, William	Manchester	Jan. 1787	7
Frazer, Ellen	Ditto	Jan. 1787	7
Fuller, John	Ditto	15 Mar. 1784	7
Garder, Francis	London	21 Apr. 1784	7
Garth, Edward	Ditto	23 Feb. 1785	7
Garland, Francis	Exeter	24 May, 1784	7
Garth, Susannah, alias Grath			
Gabel, Mary	Southwark	13 Jan. 1784	7
Gascoygne, Olive	Worcester	5 Mar. 1785	7
Gearing, Thomas	Oxford	8 Mar. 1786	Life
Gefs, George	Glocester	24 Mar. 1784	7
George, Ann	London	11 May, 1785	7
Glenton, Thomas	Northallerton	5 Apr. 1785	7
Gloster, William	London	29 June, 1785	7
Gordon, Daniel	Winchester	5 Apr. 1785	7
Goodwin, Edward	London	21 Apr. 1784	7
Goodwin, Andrew	Ditto	7 July, 1784	7
Gould, John	Exeter	20 Mar. 1786	7
Gray, Charles	Southwark	16 Feb. 1785	7
Griffiths, Samuel, alias Brif-	Gloucester	24 Mar. 1784	7
cow, alias Butcher			
Greenwell, Nicholas	London	10 Dec. 1784	7
Green, John	Reading	11 July, 1786	7

Names.	Where convicted.	When convicted.	Years
Griffiths, Thomas	London	15 Sept. 1784	7
Granger, Charles	Plymouth	30 Dec. 1786	7
Grace, James			
Green, Hannah			
Groves, Mary	Lincoln	9 July, 1785	7
Green, Mary	London	18 Aug. 1787	7
Green, Ann	Ditto	13 Dec. 1786	7
Greenwood, Mary	Ditto	13 Dec. 1786	7
Gunter, William	Bristol	4 Aug. 1783	7
Handford, John	Winchester	1 Mar. 1785	7
Hatcher, John	Ditto	1 Mar. 1785	7
Hatfield, William	Maidstone	14 Mar. 1785	7
Hawkes, Richard	Reading	28 July, 1785	7
Harris, William	Maidstone	11 July, 1785	7
Hatch, John	Reading	10 Jan. 1786	7
Hartley, John	Oxford	2 Mar. 1785	7
Hart, John	Stafford	27 July, 1785	7
Haines, Joseph	Gloucester	13 July, 1785	7
Hathaway, Henry	Ditto	24 Mar. 1784	7
Hayes, Dennis	London	10 Dec. 1784	7
Hall, Samuel	Ditto	12 Mar. 1785	7
Harbine, Joseph			
Harper, Joshua	London	10 Sept. 1783	7
Hayton, George, alias Clayton	Ditto	21 Apr. 1784	7
Harrison, Joseph	Ditto	21 Apr. 1784	7
Hart, John	Ditto	12 Jan. 1785	7
Harris, John	Ditto	23 Feb. 1785	Life
Hayes, John	Guildford	11 Aug. 1784	7
Hattom, Joseph			
Harrison, Joseph			
Hamlin, William	Exeter	12 Jan. 1784	7
Hall, Joseph	Ditto	12 Jan. 1784	Life
Hall, John	Ditto	24 May, 1784	7
Hadon, John	Ditto		
Hares, William			
Handy, Cooper			
Haynes, William			
Hervey, Elizabeth			
Hall, Margaret			
Hart, Frances			
Harrison, Mary	Lincoln	6 Mar. 1784	7

Names.	Where convicted	When convicted.	Years
Heading, James	Chelmsford	7 Mar. 1785	Life
Headington, Thomas	Abington	7 July, 1785	7
Herbert, John	London	21 Apr. 1784	7
Hart, Catherine	Ditto	23 Feb. 1785	7
Herbert, John	Exeter	14 Mar. 1786	7
Handland, Dorothy, alias Gray	London	22 Feb. 1786	7
Hall, Sarah	Ditto	10 Jan. 1787	7
Hamilton, Maria	Ditto	19 Oct. 1785	7
Harrison, Mary	Ditto	19 Oct. 1785	7
Hardwood, Esther, alias Howard	Ditto	23 Aug. 1786	7
Hayward, Elizabeth	Ditto	10 Jan. 1787	7
Hall, Elizabeth	Newcastle	18 Jan. 1786	7
Herbert, Jane, alias Rose, alias Jenny Russell	London	30 Aug. 1786	7
Henry, Catherine	Ditto	10 Jan. 1787	7
Hill, John	Maidstone	14 Mar. 1785	Life
Hindley, William, alias Platt	Ormskirk	18 July, 1785	7
Hindle, Ottiwell	Preston	6 Oct. 1785	7
Hill, John	London	6 May, 1784	7
Hill, Thomas	Ditto	7 July, 1784	7
Hilt, William	Exeter	18 July, 1785	Life
Hill, Thomas			7
Hipsley, Elizabeth	London	23 Feb. 1785	7
Hill, Mary	Ditto	25 Oct. 1785	7
Hollister, Job	Bristol	10 Feb. 1785	7
Hawell, Thomas	Stafford	5 Oct. 1785	7
Holmes, William	London	7 July, 1784	7
Holloway, James	Ditto	24 Aug. 1784	7
Howard, Thomas	Ditto	12 Jan. 1785	7
Hogg, William	Ditto	23 Feb. 1785	14
Howard, John	Ditto	23 July, 1783	7
Hortop, James	Exeter	20 Mar. 1786	7
Holland, William	Ditto	7 Aug. 1783	7
Holmes, Susannah			
Hollogin, Elizabeth	London	8 Apr. 1787	7
Hughes, Hugh	Southwark	16 Feb. 1785	7
Humphrey, Edward	London	8 Dec. 1784	7
Husband, William	Ditto	21 Apr. 1784	7
Hughes, John	Maidstone	15 Mar. 1784	7
Hurley, Jeremiah	Exeter	22 July, 1782	7
Hubbard, William			
Humphreys, Henry	Exeter	20 Mar. 1786	7
Hughes, Thomas			
Hudson, John			

Names.	Where convicted.	When convicted.	Years
Huffey, James			
Hughes, Frances	Lancaster	6 Mar. 1787	7
Huffnell, Susannah	Worcester	2 Oct. 1786	7
Humphries, Mary			
Hylids, Thomas	Guildford	1 Aug. 1784	7
Jackson, William	Durham	19 July, 1785	7
Jacobs, David	London	20 Oct. 1784	
Jacobs, John	Ditto	21 Apr. 1784	7
Jackson, Hannah	Bristol	27 July, 1785	7
Jameson, James			
Jackson, Jane, alias Esther Roberts	London	29 June, 1785	7
Jackson, Mary	Ditto	20 Aug. 1786	7
Jeffries, Robert	Devizes	5 Apr. 1785	7
Jefferies, John	Maidstone	11 July, 1785	7
Jenkins, Robert, alias Brown	Ditto	13 Mar. 1786	7
Jepp, John	London	10 Dec. 1784	7
Jenkins, William	Exeter	20 Mar. 1786	7
Ingram, Benjamin	London	8 Dec. 1784	7
Inett, Ann	Worcester	11 Mar. 1786	7
Jones, Francis	Winchester	12 July, 1785	7
Jones, Thomas	Warwick	21 Mar. 1785	7
Johnson, Charles	Manchester	14 Apr. 1785	7
Jones, Edward	London	15 Sept. 1784	7
Josephs, Thomas	Ditto	10 Sept. 1783	7
Johnson, William	Kingston	24 Mar. 1784	7
Johns, Stephen	Launceston	25 Mar. 1786	
Jones, Margaret	Ditto	8 Mar. 1783	14
Johnson, Edward	Dorchester	16 Mar. 1786	7
Jones, John	Exeter	24 May, 1784	14
Jones, William	Shrewsbury	12 Mar. 1785	7
Jones, Richard	Ditto	4 Aug. 1784	7
Jones, Thomas	Bristol	30 Mar. 1784	14
Johnson, Catherine	London	18 Apr. 1787	7
Johnson, Mary	Ditto	26 Apr. 1786	7
Irvine, John, alias Aderson, alias Law	Lincoln	6 Mar. 1784	7

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Names.	Where convicted.	When convicted	Years
Kelly, Thomas	Pontefract	13 Jan. 1785	7
Kellian, John, alias Keeling	London	10 Sept. 1783	Life
Kennedy, Martha	Kingston	2 Apr. 1787	7
Kidney, Thomas	Bristol	20 Oct. 1783	7
Kilby, William	Reading	16 Jan. 1784	7
King, John	London	21 Apr. 1784	7
Kiipack, David	Ditto	10 Sept. 1783	Life
Kimberley, Edward	Coventry	20 Mar. 1783	7
Knowler, John	Maidstone	14 Mar. 1785	7
Knowland, Andrew			
Lankey, David	London	26 May, 1784	7
Lane, Richard	Winchester	2 Mar. 1784	7
Lawrell, John	Bodmin	18 Aug. 1783	7
Lane, William	Chelmsford	8 July, 1784	7
Larne, James	Exeter	12 July, 1785	7
Lambeth, John	Bristol	31 May, 1785	7
Lavell, Henry			
Lara, Flora	London		
Laycock, Carolina	Ditto		
Langley, Jane	Ditto	14 Sept. 1785	7
Lawrence, Mary	Ditto	23 Feb. 1785	7
Lemon, Isaac	Chelmsford	7 Mar. 1785	7
Levy, Joseph	London	6 May, 1784	7
Leary, John	Winchester	3 Mar. 1783	7
Legg, George	Dorchester	16 Mar. 1786	7
Leary, Jeremiah	Bristol	30 Mar. 1784	14
Legrove, Stephen			
Lee, Elizabeth	London	23 Feb. 1785	7
Lewis, Sophia	Ditto	25 Oct. 1786	7
Leonard, Elizabeth	Ditto	23 Feb. 1785	7
Levy, Amelia	Southwark	9 Jan. 1787	7
Lift, George	London	10 Sept. 1783	Life
Limeburner, John	New Sarum	9 July, 1785	7
Limpus, Thomas	Exeter	24 May, 1784	Life
Lightfoot, Samuel	Ditto	14 Mar. 1786	7
Longstreet, Joseph	Marlborough	5 Oct. 1784	7
Long, Joseph	Gloucester	23 Mar. 1785	14
Lockley, John	London	10 Jan. 1787	7
Long, Mary	Ditto	21 Feb. 1787	Life
Love, Mary	Maidstone	14 Mar. 1785	7

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Names.	Where convicted.	When convicted.	Years
Lock, Elizabeth	Gloucester	26 Mar. 1783	7
Lucas, Nathaniel	London	7 July, 1784	7
Lynch, Humphry	New Sarum	25 Mar. 1785	7
Lynch, Ann	Bristol	20 Mar. 1786	14
Lyde, John			
May, Richard	New Sarum	25 Mar. 1785	7
Martin, Stephen	Bristol	28 Apr. 1783	7
Mansfield, John	Chelmsford	6 Mar. 1786	7
M'Lean, Francis	Guildford	11 Aug. 1784	7
M'Lean, Thomas	Ditto	11 Aug. 1784	7
Maton, Thomas	Maidstone	11 July, 1785	7
M'Donnaugh, James	Ditto	11 July, 1785	7
Mariner, William	Oxford	8 Mar. 1786	7
Marriott, John	Gloucester	24 Mar. 1784	7
M'Laughlin, Charles	Durham	19 July, 1785	7
Macintire, John	Ditto	19 July, 1785	7
Martin, John	London	3 July, 1782	7
M'Donald, Alexander	Ditto	10 Dec. 1784	7
Marney, William	Ditto	7 July, 1784	7
Marshall, Joseph	Ditto	21 Apr. 1784	14
M'Lean, Edward	Maidstone	15 Mar. 1784	7
Martin, Abraham	New Sarum	11 Mar. 1786	7
Martin, Thomas	Exeter	24 May, 1784	7
Martyn, James	Ditto	20 Mar. 1786	7
M'Cormick, Sarah	Manchester	4 May, 1786	7
M'Cormack, Mary	Liverpool	12 Aug. 1784	7
Mason, Betty	Gloucester	23 Mar. 1785	14
M'Grah, Redman			
M'Deed, Richard			
M'Na Mar, William			
Mackrie, James			
Marriott, Jane	London	18 Apr. 1787	7
Mather, Ann	Ditto	18 Apr. 1787	7
Mather, Mather	Ditto	18 Apr. 1787	7
Mason, Sufannah, alias Gibbs	Ditto		
M'Cabe, Eleanor	Ditto	11 May, 1785	7
Marshall, Mary	Ditto	23 Feb. 1785	Life
Marshall, Mary	Ditto	10 Jan. 1787	7
Martin, Ann	Southwark	9 Jan. 1787	7
Meynell, John, alias William } Radford	Nottingham	10 Mar. 1785	7

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Names.	Where convicted.	When convicted.	Years
Messiah, Jacob			
Meech, Jane, wife of Will. } Meech	Exeter	20 Mar. 1786	7
Milton, Charles	Maidstone	14 Mar. 1785	7
Midgley, Samuel	Lancaster	22 Mar. 1785	7
Middleton, Richard	London	23 Feb. 1785	7
Mitchell, Nathaniel	Dorchester	3 Aug. 1786	7
Mills, Matthew			
Mitchcraft, Mary	Kingston	2 Apr. 1787	7
Mitchell, Mary	Ditto	3 Oct. 1785	7
Morris, Peter	Bristol	12 July, 1784	7
Mowbray, John	Lincoln	5 Mar. 1785	7
Morgan, Richard	Gloucester	23 Mar. 1785	7
Morrisby, John	London	7 July, 1784	7
Moore, William	Ditto	21 Jan. 1785	7
Morley, John	Ditto	21 Apr. 1784	7
Moorin, John	Ditto	21 Apr. 1784	7
Morgan, Robert	Ditto	6 May, 1784	7
Mobbs, Samuel	Ditto	21 Apr. 1784	7
Morgan, William	Ditto	15 Sept. 1784	7
Mould, William	Guildford	11 Aug. 1784	7
Mollands, John	Launceston	20 Mar. 1784	7
Moyle, Edward	Ditto	19 Mar. 1785	7
Mood, Charles			
Mortimore, John	Exeter	20 Mar. 1786	7
Morley, Joseph			
Morton, Mary	London	23 Feb. 1785	7
Mullock, Jesse	New Sarum	25 Mar. 1785	7
Murphy, William	Liverpool	26 Jan. 1785	7
Munroe, John, alias Nurse	London	21 Apr. 1784	7
Mullis, Stephen	Exeter	12 Jan. 1785	7
Murphy, James			
Munro, Lydia	Kingston	2 Apr. 1787	14
Mullens, Hannah	London	10 Jan. 1787	Life
Nettleton, Robert	Kingf. up. Hull	12 Oct. 1784	7
Newland, John	London	21 Apr. 1784	7
Neal, John	Ditto	26 May, 1784	7
Neal, James	Bristol	10 Feb. 1785	7
Needham, Elizabeth	London	19 July, 1786	7
Nicholls, John	Ditto	21 Apr. 1784	7
Norton, Phebe	Ditto	25 Oct. 1786	7
Nunn, Robert	Ditto	7 July, 1784	7

Names.	Where convicted.	When convicted.	Years
O'Craft, John	Exeter	24 May, 1784	7
Ogden, James	Manchester	10 Jan. 1785	7
Okey, William	Gloucester	24 Mar. 1784	7
Oldfield, Thomas	Manchester	20 July, 1786	7
Oldfield, Isabella	Ditto	20 July, 1786	7
Opley, Peter	Maidstone	13 Mar. 1786	7
Orford, Thomas	London	7 July, 1784	7
Osborne, Thomas	Ditto	14 Dec. 1784	7
Osborne, Eliz. alias Jones	Ditto	30 Aug. 1786	7
Owles, John	Croydon	20 July, 1785	7
Owen, John	London	10 Sept. 1783	7
Owen, Joseph	Shrewsbury	12 Mar. 1785	14
Page, Paul	Lincoln	11 Mar. 1786	7
Pane, William	Nottingham	10 Mar. 1785	7
Parry, Edward	Stafford	27 July, 1785	7
Parr, William	Liverpool	17 Jan. 1785	7
Palmer, John Herry	London	10 Jan. 1786	7
Parker, John	Ditto	1 Apr. 1784	7
Parish, William	Ditto	20 Oct. 1784	7
Partridge, Richard	Ditto	10 Sept. 1783	Life
Parris, Peter	Exeter	17 Mar. 1783	7
Paget, Joseph	Ditto	10 Jan. 1786	7
Parkinson, Jane, alias Part- ington, alias Ann Marsden }	Manchester	21 July, 1785	7
Parker, Elizabeth	Gloucester	23 May, 1785	7
Parsley, Ann	London	21 Feb. 1787	7
Parker, Mary	Ditto	26 Apr. 1786	7
Partridge, Sarah, alias Roberts	Ditto	23 Feb. 1785	7
Parry, Sarah	Ditto	10 Jan. 1787	Life
Perrot, Edward Bearcroft	Bristol	3 Feb. 1785	7
Petrie, John	London	14 Jan. 1784	7
Peyton, Samuel	Ditto	26 May, 1785	7
Percival, Richard	Ditto	7 July, 1784	7
Pettitt, John	Ditto	21 Apr. 1784	7
Peaulet, James	Ditto	7 July, 1784	7
Peet, Charles	Ditto	23 Feb. 1785	Life
Peck, Joshua	Exeter	20 Mar. 1786	7
Perkins, Edward	Plymouth	26 Jan. 1785	7

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Names.	Where convicted.	When convicted.	Years
Petherick, John	Plymouth	26 Jan. 1785	7
Penny, John			
Phillimore, William	London	10 Sept. 1783	7
Phillips, Richard	Ditto	10 Dec. 1783	7
Phillips, Mary	Taunton	30 Mar. 1786	7
Phyfield, Roger, alias Twyfield	Shrewsbury	12 Mar. 1785	7
Phyn, Mary	London	14 Sept. 1785	7
Pigott, Samuel	Exeter	20 Mar. 1786	7
Pinder, Mary	Lincoln	13 Jan. 1787	7
Pipkin, Elizabeth	London		
Piles, Mary	Ditto	6 Apr. 1785	7
Pope, David	Southwark	16 Feb. 1785	7
Power, John	London	14 Dec. 1786	7
Pontie, John	Ditto	23 Feb. 1785	Life
Poole, Jane	Wells	19 Aug. 1786	7
Power, William			
Powley, Elizabeth			
Powell, Ann	London	13 Dec. 1786	7
Price, John	Southwark	16 Feb. 1785	7
Prior, Thomas	Reading	16 Jan. 1784	7
Price, James	Gloucester	13 July, 1785	7
Pritchard, Thomas			
Pugh, Edward	Gloucester	5 Oct. 1784	7
Randall, John	Manchester	14 Apr. 1785	7
Reymond, George	London	12 Jan. 1785	7
Ramsey, John	Kingston	24 Mar. 1784	7
Repeat, Charles	Warwick	21 Mar. 1785	7
Read, William	Croydon	18 Aug. 1783	7
Reardon, Bartholemew	Winchester	15 July, 1783	7
Read, Ann	London	23 Feb. 1785	Life
Risdale, Thomas, alias Crowder	Bristol	29 Mar. 1785	Life
Richard, James	East Grinstead	20 Mar. 1786	7
Richardson, James	Maidstone	14 Mar. 1785	7
Risby, Edward	Gloucester	24 Mar. 1784	7
Richardson, William	London	10 Dec. 1784	7
Richardson, Hardwicke	Ditto	25 Oct. 1785	7
Richardson, John	Ditto	7 July, 1784	7
Richard, David	Ditto	26 May, 1784	7
Richardson, Samuel	Ditto	15 Sept. 1784	7
Rickson, William	Chelmsford	8 July, 1784	7
Richards, John, alias Williams	Winchester	2 Mar. 1784	7

Names.	Where convicted.	When convicted	Years
Richard, James	Launceston	25 Mar. 1786	7
Rice, John	Exeter	18 July, 1785	7
Rope, Anthony	Chelmsford	7 Mar. 1785	7
Rogers, Daniel	Croydon	20 July, 1785	7
Robinson, George	Lincoln	9 July, 1785	7
Rogers, Isaac	Gloucester	23 Mar. 1785	14
Robinson, Thomas	Kingf. up. Hull	7 Oct. 1784	7
Robert, John	Liverpool	26 Jan. 1785	7
Robinson, George	London	21 Apr. 1784	7
Romain, John	Ditto	15 Sept. 1784	7
Rowe, John	Launceston	19 Mar. 1785	7
Rowe, William	Ditto	19 Mar. 1785	7
Roberts, William	Bodmin	14 Aug. 1786	7
Robinson, William	Exeter	24 May, 1784	7
Roach, Henry	Ditto	24 May, 1784	7
Robins, John, alias Major	Ditto	18 July, 1785	7
Rous, Walton, alias Batley			
Rolt, Mary	London		
Rosson, Isabella	Ditto	10 Jan. 1787	7
Russel, John	Ditto	21 Apr. 1784	7
Ruglafs, John	Ditto	23 Feb. 1785	Life
Ruffler, John	Ditto	23 Feb. 1785	Life
Ruce, James	Bodmin	29 July, 1782	7
Ruth, Robert	Exeter	14 Mar. 1786	7
Ryan, John			
Saltmarsh, William	Kingston	28 Mar. 1785	7
Sanderfon, Thomas	Lincoln	9 July, 1785	7
Sands, William	Ditto	9 July, 1785	7
Sampson, Peter	London	7 July, 1784	7
Sandlin, Ann, alias Lynes, } alias Pattens	Ditto	13 Dec. 1786	7
Scattergood, Robert	Stafford	6 Oct. 1785	7
Scott, Elizabeth	London	21 Feb. 1787	7
Selfshire, Samuel	Ditto	21 Apr. 1784	7
Seymour, John	Sherborne	25 Apr. 1786	7
Shearman, William	Reading	7 Oct. 1785	7
Shaw, Joseph	Stafford	27 July, 1785	7
Shepherd, Robert	Durham	19 July, 1785	7
Sharpe, George	Ditto	19 July, 1785	7
Shore, William	Lancaster	22 Mar. 1785	7

A P P E N D I X.

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Names.	Where convicted.	When convicted.	Years
Shore, John			
Shiers, James	London	23 Feb. 1785	Life
Silverthorn, John	New Sarum	6 Mar. 1784	7
Sideway, Robert			
Slater, Sarah	London	23 Feb. 1785	7
Smart, Richard	Gloucester	10 Jan. 1786	7
Smart, Daniel	Ditto	10 Jan. 1786	7
Smith, Thomas	Lancaster	22 Mar. 1785	7
Smith, William	Liverpool	26 Jan. 1785	7
Smith, Edward	London	15 Oct. 1784	7
Smith, William	Ditto	10 Apr. 1783	7
Smith, Thomas, alias Haynes	Ditto	21 Apr. 1784	7
Smith, James	Ditto	23 Feb. 1785	7
Smith, John	Guildford	11 Aug. 1784	7
Smith, William	Bodmin	25 July, 1785	7
Smith, Ann, wife of John Smith	Winchester	1 Mar. 1785	7
Smith, Hannah	Ditto	5 Apr. 1785	7
Smith, William	Dorchester	16 Mar. 1786	7
Smith, Edward	Exeter	14 Mar. 1786	7
Smith, John	Ditto	14 Mar. 1786	7
Small, John	Ditto	14 Mar. 1786	7
Smith, Ann	London	18 Apr. 1787	7
Smith, Catherine	Ditto	18 Apr. 1787	7
Smith, Ann	Ditto	30 Aug. 1786	7
Smith, Catherine	Ditto	10 Jan. 1787	7
Smith, Mary	Ditto	10 Jan. 1787	7
Snaleham, William	Ditto	21 Apr. 1784	7
Sparks, Henry			
Spencer, Daniel	Dorchester	3 Aug. 1786	14
Spencer, John, alias Pearce			
Spence, Mary	Wigan	Jan. 1786	7
Sprigmore, Charlotte	London	19 Aug. 1785	7
Springham, Mary	Ditto	25 Oct. 1786	7
Squires, James	Kingston	11 Apr. 1785	7
Stanley, William	New Sarum	25 Mar. 1785	7
Strong, James	Dorchester	10 Mar. 1784	7
Stow, James	Lincoln	9 July, 1785	7
Stone, Martin	Warwick	21 Mar. 1785	7
Stokee, John	Durham	19 July, 1785	7
Stone, Charles	London	10 Dec. 1784	7
Stone, Henry	Ditto	10 Dec. 1784	7
Stogdell, John	Ditto	20 Dec. 1784	14
Stuart, James	Ditto	21 Apr. 1784	7

Names.	Where convicted.	When convicted.	Years
Stanton, Thomas, alias Ebdon	Launceston	20 Mar. 1784	7
Stephens, John Morris	Dorchester	16 Mar. 1786	7
Stewart, Margaret	Exeter	28 Aug. 1786	7
Strech, Thomas	Shrewsbury	16 Aug. 1783	7
Summers, John	Gloucester	13 July, 1784	7
Taylor, Joshua	Manchester	14 Oct. 1784	7
Taylor, Henry			
Taylor, Sarah	Kingston	2 Apr. 1787	7
Tenant, Thomas Hilton, alias } Philip Divine }	Chelmsford	6 Mar. 1786	7
Teague, Cornelius	Bodmin	25 July, 1785	7
Tenchall, Ja. alias Tenninghill			
Thompson, William	Durham	19 July, 1785	7
Thomas, James	London	10 Dec. 1784	7
Thompson, James	Ditto	7 July, 1784	7
Thomas, James	Ditto	10 Sep. 1783	7
Thomas, John	Ditto	21 Apr. 1784	7
Thompson, William	Ditto	26 May, 1784	7
Thackery, Elizabeth	Manchester	4 May, 1786	7
Thoudy, James			
Thomas, Elizabeth	Wigan	Jan. 1787	7
Thornton, Ann	London	13 Dec. 1786	7
Tunmins, Thomas	Warwick	21 Mar. 1785	7
Tilley, Thomas	Stafford	27 July, 1785	7
Till, Thomas	London	23 Feb. 1785	7
Todd, Nicholas	Ditto	21 Apr. 1784	7
Trotter, Joseph	Maidstone	13 Mar. 1786	7
Trace, John	Exeter	20 Mar. 1786	7
Trippett, Sufannah	London	20 Aug. 1786	7
Turner, Ralph	Manchester	14 Apr. 1785	7
Tufo, Joseph	London	23 Feb. 1785	Life
Turner, John			
Tucker, Moses	Plymouth	7 June, 1786	7
Turner, Thomas			
Turner, John			
Turner, Mary	Worcester	5 Mar. 1785	7
Twyneham, William	Reading	10 Jan. 1786	7
Twyfield, Ann, since said to be married to William } Dawley, a convict }	Shrewsbury	4 Aug. 1784	7
Tyrell, William	Winchester	1 Mar. 1785	7

APPENDIX.

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Names.	Where convicted.	When convicted.	Years
Vandell, Edward	East Grinstead	22 Mar. 1784	7
Vincent, Henry	London	21 Apr. 1784	7
Vickery, William	Exeter	20 Mar. 1786	7
Underwood, James	New Sarum	11 Mar. 1786	14
Usher, John	Maidstone	14 Mar. 1785	7
Waterhouse, William	Kingston	28 Mar. 1785	7
Watson, John	Maidstone	13 Mar. 1786	7
Ward, John	Lowth	11 July, 1786	7
Wall, William	Oxford	8 Mar. 1786	7
Wager, Benjamin	London	20 Oct. 1784	7
Walsh, William	Ditto	15 Sept. 1784	7
Walker, John	Ditto	20 Oct. 1784	7
Walbourne, James	Ditto	10 Sept. 1783	7
Watson, Thomas	Exeter	20 Mar. 1786	7
Ware, Charlotte			
Watkins, Mary			
Wainwright, Ellen, alias Esther Eccles	Preston	Jan. 1787	7
Ward, Ann	London	19 Dec. 1786	7
Wade, Mary, alias Cacklane	Ditto	19 July, 1786	14
Welch, James	Maidstone	14 Mar. 1785	7
Welch, John	Durham	19 July, 1785	7
West, Benjamin	London	10 Dec. 1784	7
Westwood, John	Ditto	20 Oct. 1784	7
Welch, John	Ditto	26 May, 1784	7
Welch, John	Ditto	10 Sept. 1783	Life
Westlake, Edward	Exeter	20 Mar. 1786	7
Waddicomb, Richard	Ditto	20 Mar. 1786	7
Wheeler, Samuel	Croydon	20 July, 1785	7
Whitaker, George	Maidstone	14 Mar. 1785	7
Whiting, William	Gloucester	23 Mar. 1785	7
Whitton, Edward	Maidstone	10 Mar. 1783	Life
White, James	Ditto	11 Aug. 1783	7
Wilcocks, Samuel	Dorchester	10 Mar. 1784	7
Wilton, William	Bristol	12 Jan. 1784	7
Wilson, Peter	Manchester	20 Jan. 1785	7
Wilson, John	Wigan	10 Oct. 1785	7
Williams, Charles	London	7 July, 1784	7
Williams, James	Ditto	11 May, 1785	7
Wilson, Charles	Ditto	10 Sept. 1783	Life
Williams, J. alias Black Jack	Maidstone	2 Aug. 1784	7

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Names.	Where convicted.	When convicted.	Years
Williams, Robert	Launceston	25 Mar. 1786	7
Williams, John, alias Floyd	Bodmin	18 Aug. 1783	7
Wilding, John, alias Warren	Bury	23 Mar. 1784	7
Wickham, Mary	New Sarum	2 Aug. 1788	14
William, Peter, alias Flaggett	Exeter	24 May, 1784	7
Wilcocks, Richard	Ditto	20 Mar. 1786	7
Williams, John	Ditto	7 Aug. 1786	7
Wilehammer, John	Bristol	10 Feb. 1785	7
Williams, Daniel	Preston	23 Mar. 1785	7
Williams, Frances	Mold	2 Sept. 1783	7
Williams, Mary	London	22 Feb. 1786	7
Wood, George	Ditto	20 Oct. 1784	7
Woodcock, Peter	Ditto	7 July, 1784	7
Woodham, Samuel	Ditto	23 Feb. 1785	Life
Worsdell, William	Launceston	22 Mar. 1783	7
Woolcot, John	Exeter	18 July, 1785	Life
Woodcock, Francis	Shrewsbury	13 Mar. 1784	7
Wood, Mark	Reading	28 Feb. 1785	7
Wright, Thomas	London	6 May, 1784	7
Wright, Benjamin	Ditto	26 May, 1784	7
Wright, Joseph	Ditto	15 Sept. 1784	7
Wright, William	Maidstone	11 Aug. 1783	7
Wright, James	London	23 Feb. 1785	7
Wright, Ann			
Yardley, Thomas	Shrewsbury	4 Aug. 1784	7
Yates, Nancy	York	9 July, 1785	7
Young, John	London	20 Oct. 1784	7
Young, Simon	Ditto	23 Feb. 1785	7
Youngson, Elizabeth	Lancaster	6 Mar. 1787	7
Youngson, George	Ditto	6 Mar. 1787	7

F I N I S.



